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## City Documents > Comprehensive Plan

The Comprehensive Plan is divided up into Chapters. These documents are in .pdf (Adobe Acrobat) format. Most modern browsers include the Adobe Acrobat Reader software. If these documents do not open for you, you can download the Acrobat Reader for free. Just click the link below.

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### Comprehensive Plan

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**NORTH PLAINS**

**COMPREHENSIVE PLAN**

**ORDINANCE**

Compiled & Adopted ORD. 270 - March 20, 2000

Revisions:

ORD. 288 - Adopted: October 29, 2001

ORD. 301 - Adopted: October 24, 2002 - Repeals ORD. 288

ORD. 306 - Adopted: May 5, 2005 - Amends ORD. 301

ORD. 320 - Adopted: August 2, 2004

ORD: 323 - Adopted: November 15, 2004

ORD. 325 - Adopted: November 15, 2004 (Transportation System Plan)

# NORTH PLAINS COMPREHENSIVE PLAN

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- 15.01.060 Features of the Vision

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**15.01.010    INTRODUCTION**

The City of North Plains is a rural residential community located in western Washington County on the western fringe of the Portland metropolitan area. Platted in 1910, the community was incorporated in 1963. In 1980 the community had approximately 750 residents which is expected to approach 2000 residents by the year 2000.

While maintaining its small town character, the citizens and elected officials of North Plains look to continued growth and prosperity. To this end, the City has embarked on a comprehensive land use planning process designed to:

- o    Address the statewide planning goals of the Land Conservation and Development Commission (LCDC);
- o    Encourage orderly and coordinated urban growth and provide urban level services in an efficient and economic manner;
- o    Enhance community livability and encourage economic expansion; and
- o    Preserve the community's character and natural resources for future generations.

**15.01.020    TERMINOLOGY USED IN COMPREHENSIVE PLAN**

1.    **GOAL:** The Statewide Planning Goal as determined by the State Legislature and administered by the Land Conservation and Development Commission.
  - A.    **OBJECTIVE:** The specific City concerns toward which effort is to be directed.
  - B.    **POLICY:** The policy statements set forth a guide to City courses of action which are intended to carry out the Goals and Objectives of the Plan.

The policy statements present to City officials and potential developers a clear picture of the City Council's position on matters pertaining to physical improvements and developments.

**C. PLAN ELEMENT:** A section of the Plan. Each section begins with a general statement of conclusions on which the policies are based.

**D. INVENTORY:** The known facts (supportive material) that are applicable to the plan element.

**E. IMPLEMENTATION:** The Process by which policy will be realized in the community.

### **15.01.030 VISION STATEMENT INTRODUCTION**

Recently the people of the City of North Plains have seen many changes in their community. They and have decided to create this Vision Statement as the foundational document for:

1. Taking a pro-active approach to controlling their own destiny by creating a new community identity with projections to the Year 2040,
2. Improving their ability to obtain their fair share of future growth and economic development by expanding their jurisdictional boundaries, where appropriate.
3. Enhancing the livability of and encouraging pride in the community by stressing the city's unique character. To include, but not limited to, the agricultural/forest products/railroad legacy, and pioneer heritage of North Plains. To plan for growth that is compatible and well-connected with the existing city. The City shall make a livable, walk-able community a key element of the City's future.
4. Striving to be a complete community that provides a place for its citizens to live, work, shop, have convenient access to schools, and maximizes access to fire, life and safety services. All these elements combined will enhance the livability of North Plains.
5. Striving also to be a sustainable community by providing jobs and services within the city. Maintaining a compact urban form while having access to jobs and services will reduce the reliance on the automobile and vehicle miles traveled. This will also lead to improvement in air quality and further enhancing the livability of North Plains.

6. This vision statement is to provide guidance to the City for interpreting and amending the Comprehensive Plan and Zoning and Development Ordinance. This Vision Statement is intended to provide guidance for approval of individual land use decisions.

## 15.01.050 THE VISION

We, the City of North Plains, shall create a new community identity by focusing on the following concepts:

1. Livability - We will establish a community that is based on the notion of livability and the principles of new urbanism. At the forefront of these principles is the walk-able neighborhood that is highly connected through a traditional street grid network that facilitates pedestrian traffic. These principles call for increased density and a range of residential, commercial and retail uses within walking distance of each other. Such compact communities promote greater pedestrian traffic without excluding automobiles. Major roads are designed to be at the edges of neighborhoods so as not to disrupt the pedestrian movement or rent the social fabric. Neighborhoods will have defined centers which include public spaces such as a park or community square.

Architecture and landscape design will celebrate local history, climate, ecology, and building practices. Commercial buildings will be designed to front on pedestrian-friendly streets rather than parking lots or major highways and houses are primarily designed with garage doors and driveways facing rear alleys so as not to conflict with sidewalks, to promote social interaction between residences and passers-by and to increase safety by accommodating more “eyes on the neighborhood”. Housing will be situated relatively close to the city’s center, thereby enhancing the center’s economic viability. Developing offices, retail and residential spaces within the same neighborhoods will create an aesthetically appealing street scene. A sense of community and belonging will be promoted by mixing development uses such as parks, schools, homes, shopping and jobs close to one another and by providing a range of housing options that facilitates diversity in income and age levels, ethnic backgrounds and family units that live and work in the same neighborhood.

As a result, it is our goal that our community will a) promote healthier lifestyles that reduce stress by reducing vehicle miles traveled and by providing pedestrian-friendly narrow streets, b) facilitate greater community involvement through mixed-use land planning and quality architecture, and c) cultivate stronger social equity through diversity in housing choices and less dependence on the automobile.

2. Quality - We will be known throughout the state for the effort of our people to maintain and enhance our small town roots while being a good, healthy, and economically viable place to live and work.

3. Difference - We are different from any other community in Washington County and our ability to enhance our identity will be credited to the foresight, creativity and action of the people, our greatest asset.
4. Diversity - Given our potential to develop yet untapped assets, we will become more diverse physically, culturally and economically. We will anticipate and embrace this trend.
5. Opportunity, Equity, and Fairness - Our community will be shaped by the people who live and work here, and will offer a place where individual effort is supported and encouraged, where people care about each other, and where we actively pursue our fair share of future opportunities coming to the region.
6. Character - We will create a sense of place, an identity that is clearly apparent and consciously embraced.
7. Growth - We will continue to grow and become a place where jobs, affordable housing, and public services are available and capable of meeting the needs of the evolving urbanizing population. We will become a net importer of jobs. The City will encourage, where possible, expansion to the north and east to maximize connectivity and availability of existing services.
8. Accessibility - We will grow dramatically along our major existing transportation routes, the local system assets of State Highway 26, Glencoe Road, Dersham Road, Jackson Road and the Burlington Northern Rail Line. Mobility will be planned for and provided through an efficient, balanced transportation system, as well as with safe and adequate connections to the regional transportation network.
9. Density - We will continue to recognize the importance of balancing low, medium and high density land use.
10. Linkage - We will put considerable and thoughtful effort into ensuring that quality relationships are maintained between urban and rural uses, town center and residential fringe, and the City and the people. Future growth of the City should avoid significant barriers such as Highway 26.
11. Natural Areas - Our identity in the future will be also tied to our natural and open space areas linked by functional wildlife and recreational corridors, including McKay Creek, its tributaries, and the new Pumpkin Ridge Golf Courses.
12. Central Town Square - We will create a mixed use, urban density, pedestrian oriented, economic activity center, accessible by transit as well as rail, and exemplifying quality urban design with a small town flavor.

13. Conservation - We will be guardians of our natural, historical and cultural heritage, mindful of what we have inherited and equally mindful of what we have to contribute to the future.
14. Workable - Our vision shall be a model for the way we can manage our growth in practical and cost-effective ways so that we ensure we have a viable economic future while preserving our livability.
15. Continuity - We are committed to seeking and choosing the direction for our future through long-term planning while addressing the demands of the day.
16. Coordination - Successful management of our comprehensive plan and vision statement will require the cooperation and coordination of federal, state and regional agencies, county and city governments, and special districts.

#### **15.01.060 FEATURES OF THE VISION**

1. The development of goals, policies, ordinances and implementation plans of the City to:
  - A. Create new and expand old jurisdictional boundaries to actively control land use planning on lands outside the City limits:
    - i. By expanding of the Area of Interest of the Urban Planning Area Agreement with Washington County to include the Pumpkin Ridge Golf Courses, the Jackson road interchange, and all property between in the short term,
    - ii. Expansions of the urban growth boundary to include additional commercial, industrial, community service, and residential lands to the west, north, east and south,
    - iii. Amendments to the goals and policies of the Comprehensive Plan to achieve the vision,
    - iv. Updated comprehensive inventories and commissioned economic and transportation studies to clearly illustrate our needs,
    - v. By amending as necessary the Urban Planning Area Agreement with Washington County,
    - vi. By amending annexation policies to encourage balanced growth, and

- vii. Creation of urban holding zones and reserve areas inside and outside the City.
  - B. Maintain and enhance the City's existing character as an independent neighboring city.
  - C. Acknowledge and appropriately plan for our recognized assets, such as the award winning Pumpkin Ridge Golf Courses, and the older existing assets of the established industrial uses, historical Glencoe town site, and adjacent major transportation corridors.
- 2. Mixed use, pedestrian friendly, economically viable town square centered on a new rural town civic center and park, post office, retail commercial, urban residential, and office uses. New neighborhoods should be well connected with the existing community through multiple pathways and extensions of the of the existing and future grid systems.
- 3. Well planned mixed residential neighborhoods and commercial uses surrounding the central town square.
- 4. Natural pedestrian ways and bike paths throughout town.
- 5. Buffer incompatible neighborhoods from each other to enhance livability.
- 6. Redevelopment of central town square to encourage small town commercial and residential mix creating a "live-work" community.
- 7. Expand public transportation to the area with eventual public transit connection to the south.
- 8. Commercial and industrial development along Burlington Northern Rail Line and along county road corridors (Dersham, Gordon, Glencoe, and Jackson School Roads) with buffered and complimentary mixed residential use.
- 9. Preserve and increase natural areas, parks and dedicated open space.
- 10. Redirect existing industrial truck traffic off Commercial Avenue through a new Gordon Road interchanges.
- 11. Street trees and tree lined boulevards on main arterials (i.e.- Glencoe Road) with gateway presentation from the Sunset Highway.
- 12. All utilities underground except in cases of significant impacts to natural areas.

13. Linear park and wetlands along McKay Creek and its tributaries, combined with nature and wildlife trail including outdoor educational exhibits displaying new landscape, wetlands and erosion control in the community.
14. Continue to attract or develop major regional events, such as PGA golf tournaments, music contests, or special festivals.
15. Walking tour of historical community homes, buildings and sites.
16. Community facilities such as library, swim center, jogging trail, and parks.
17. Expand North Plains postal service routes into surrounding area to encourage identity.
18. Continued citizen involvement in the process of creating and enhancing the vision, by encouraging strong citizen participation by the residents of North Plains, their Planning Commission and City Council.
19. Plan neighborhoods and districts with clear centers, edges and connections that reinforce a small town character.
20. Provide a connected street pattern with direct and convenient connections to key destinations.
21. Create a town plan that reinforces the prominence and accessibility of the town center.

(ORD. 288 - Adopted: October 29, 2001)

(ORD. 301 - Adopted: October 24, 2002 - Repeals ORD. 288)

(ORD. 306 - Adopted: May 5, 2003 - Amends ORD. 301)



**Chapter 15.02**  
**NORTH PLAINS COMPREHENSIVE PLAN ELEMENTS**

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### **15.02.010 CITIZEN INVOLVEMENT**

The opportunity for the active participation of the residents and landowners of an area in the preparation of a community's comprehensive plan is not just mandated by state law, but is also the only realistic means of assuring that the community's planning efforts will be worthwhile and meaningful endeavors.

A Community's leaders must not only provide the public with a chance to view and respond to the planning documents and studies, but must also affirmatively seek out and request the involvement of the community's citizens. Otherwise, all of the citizen feedback will come during the final hearings on the plan and a great deal of it will then be negative. Small communities such as the City of North Plains do not have the resources to prepare, adopt, and revise plans that have limited support of at least a significant portion of the community's citizens.

Goal 2 of the Statewide Planning Goals also provides that "opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review, and revision of plans and implementation ordinances." Just as the involvement of the community's residents is important to the preparation and review by all of the community's providers of governmental services (the County; school and fire district, etc.), public utilities (telephone, power, gas, etc.), and transportation services (railroad, public transit, etc.) is essential.

The community's businesses and industries (including agricultural businesses) must also be involved since these activities are often not only strongly influenced by the results of a comprehensive planning effort, but are also often, due to their impact on the economic health of the area through payrolls and taxes, an important means by which the goals and objectives of a community may be achieved.

Many of the mechanisms for involvement of the area's residents are also appropriate for the involvement of these other governmental, public utility, and transportation providers as well as businesses and industries.

### **15.02.014 STATEWIDE PLANNING GOAL 1**

To develop a Citizen Involvement Program that insures the opportunity for citizens to be involved in all phases of the planning process.

## 15.02.015 CITY OBJECTIVES AND POLICIES

1. **OBJECTIVE:** An effective Citizen Involvement Program requires that an officially recognized body (Committee for Citizen Involvement - C.C.I.) be responsible for overseeing and reviewing the effectiveness and impact of the program.  
**A. POLICIES:**
  - (1) The Citizen Involvement Program will be directed by the City's Planning Commission sitting as the Committee for Citizen Involvement.
  - (2) Not less than once every two years, the City Planning Commission shall normally evaluate the City's Citizen Involvement Process and shall report its findings in writing to the City Council along with recommendations as appropriate for improving the program.
  - (3) CPO No. 8 is recognized as a Citizen Planning Advisory Committee.
2. **OBJECTIVE:** The Citizen Involvement Program should recognize the need for a number of different forms of communication.  
**A. POLICIES:**
  - (1) Information about the City's planning activities and noting upcoming meetings, workshops, etc. shall be included in the City newsletter.
  - (2) News articles on the planning effort shall be prepared each month and be made available to the local newspapers and radio station.
  - (3) Notices of public hearings on the plan shall be mailed to all persons within the affected area, and to all affected agencies.
  - (4) Opportunities to present the planning process before community organizations shall be actively sought.
3. **OBJECTIVE:** Citizens having a reasonable opportunity to be involved in all phases of the planning process shall be actively encouraged.

**A. POLICIES:**

- (1) Citizen assistance in the preparation of each phase of the planning process shall be actively encouraged.

4. **OBJECTIVE:** Effective public participation requires that technical information that serves as the foundation of the plan be presented in an understandable form.

**A. POLICIES:**

- (1) Information necessary to reach policy decisions shall be available in a simplified form, understandable form.
- (2) A copy of all technical information shall be available at the North Plains City Hall. Upon written request, within 10 working days written assistance in interpreting and using technical information shall be provided.

5. **OBJECTIVE:** The City should assure that citizens will receive a response from policy makers.

**A. POLICIES:**

- (1) Recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy makers. The rationale used to reach land use policy decisions shall be available in the form of a written record.

6. **OBJECTIVE:** Adequate human, financial, and informational resources should be allocated to this Citizen Involvement Program within the planning budget.

**A. POLICIES:**

- (1) The level of funding and human resources allocated to the Citizen Involvement Program should be an amount that will

make citizen involvement an integral part of the planning process.

## **15.02.020 LAND USE PLANNING**

To insure an adequate supply of land for residential, commercial and industrial development purposes as well as land for uses related that provide for a complete community such as open space, institutional, public/private facility, community service, historic uses, the following categories have been developed for use in the comprehensive plan map, which will provide the basis for the City's zoning map. These categories are defined as follows:

**Residential:** The City's goal is to achieve a mix of low density (40%), medium density (40%), and high density (20%) residential uses providing an average density of 8.4 units per acre.

**Low Density Residential:** Areas primarily suited for development of single family dwellings at a density not to exceed 4.4 dwelling units per net acre (minimum lot size of 10,000 square feet per dwelling). Duplexes permitted as conditional use. Corresponds to R10 on zoning map.

**Medium/Low Density Residential:** Areas suited primarily for development of single family dwellings and duplexes at a density not to exceed 5.8 dwelling units per net acre (a minimum lot size of 7,500 square feet per single family dwelling). Corresponds to R7.5 on zoning map.

**Medium/High Density Residential:** Areas suited for development of single dwellings, duplexes, attached two family and manufactured home parks and subdivisions at a density not to exceed 8.7 dwelling units per net acre (a minimum lot size of 5,000 square feet per dwelling unit). Corresponds to R5 zoning map.

**High Density Residential:** Areas suitable primarily for multi-family dwellings and manufactured home parks and subdivisions although single family dwellings and duplexes are also permitted. In this category, residential densities are not to exceed 17.4 dwellings units per net acre (a minimum lot size of 5,000 square feet and density of one unit for each 2,500 square feet). Corresponds to R2.5 on zoning map.

**Commercial:** Encourages development of commercial uses supportive of the surrounding community. Placement of the commercial uses should encourage pedestrian and bicycle access to these areas.

**Parks and Open Space:** Public and private parks and areas designated for open space by the City.

**Institutional:** Institutional uses may include road maintenance facilities, places of worship, fire halls, private schools, park and ride facilities and fraternal organizations.

**Public/Private Facility:** This designation would include uses such as schools, municipal facilities or other private utilities.

**Commercial:** Areas to accommodate retail trade, service, banking, office and related cultural and governmental used. Corresponds to C1, General Commercial, and C2, Highway Commercial, on the zoning map.

**Industrial:** Areas appropriate for wholesale trade and manufacturing activities. Corresponds to M1, Light Industrial, and M2, General Industrial, categories on the zoning map.

In addition, four overlay zones have been created:

**Flood Plain:** Denotes areas lying within the 100-year flood plains of McKay Creek and its unnamed tributary (Exhibit Page 10).

**Community Service:** Identifies public and private facilities which serve community educational, cultural, recreational, social and governmental functions. This designation does not exempt property owners from the requirements of the underlying comprehensive plan/zoning designations.

**Historic Resource:** Identifies significant historic sites and structures and establishes a public review process for proposed alterations and demolitions.

**Significant Natural Resources:** Identifies significant natural resources, including significant wetlands and riparian corridors (*Refer to Goal 5 & 7 Periodic Review Report at the end of ZDO Chapter 16.16.*)

#### **15.02.024 STATEWIDE PLANNING GOAL 2:**

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions.

#### **15.02.025 CITY OBJECTIVES AND POLICIES:**

1. **OBJECTIVE:** Through the comprehensive plan the City will identify issues, inventories and related data for use in the land use planning and the decision making process.

**A. POLICIES:**

- (1) The City will maintain a Comprehensive Plan which designates a range of land use areas based on findings with respect to:
  - Natural resource capacity and environmental quality;
  - Projected population and economic growth;
  - Location and capacity of services;
  - Existing land use patterns;
  - Projected land use needs;
  - Community land use needs; and
  - Energy conservation and resources.
- (2) The comprehensive plan and supporting document will be kept on file and available to the public through the City Recorder at the North Plains City Hall.

2. **OBJECTIVE:** Provide opportunities for input from citizens and potentially affected government agencies during the preparation, review and revision of plans and implementing ordinances by the City.

**A. POLICIES:**

- (1) The City of North Plains shall encourage and provide ample opportunity for the citizens and other private sector entities to provide input into the planning process for the City.
- (2) The City of North Plains shall use intergovernmental agreements with the following entities in order to establish areas of mutual interest and coordination procedures relative to urban growth management and green corridors: Washington County, Oregon Department of Transportation (ODOT), and the Department of Land Conservation and Development (DLCD).
- (3) The City of North Plains shall coordinate its 20-year population forecasts with Washington County and Metro to assure consistency with County-wide and Metro-wide forecasts.



- (4) The City of North Plains shall encourage Washington County to coordinate its population forecasts with all neighboring cities located within the County.

3. **OBJECTIVE:** The comprehensive plan and implementing ordinances shall be reviewed periodically so that the City may keep the planning process dynamic and the comprehensive plan able to respond to change.

**A. POLICIES:**

- (1) The City and the Planning Commission will review the Comprehensive Plan and update or amend the plan every five years.
- (2) The City will also review data inventories and projections used in the comprehensive plan as part of the update.

4. **OBJECTIVE:** The Comprehensive Plan shall be the basis for specific implementation measures which shall be consistent with and adequate to carry out the comprehensive plan.

**A. POLICIES:**

- (1) Development proposals will be required to conform to the City's Zoning, Subdivision, and Design Review Ordinances.

### **15.02.030 SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES**

Based in the resource inventory (at Section 15.03.014), the City of North Plains contains no:

- No known rare or endangered species of flora and fauna;
- Commercially valuable mineral and aggregate resources;
- Outstanding scenic views and sites;
- Indigenous energy sources;
- Wilderness areas;
- Potential and approved Oregon recreation trails; or
- State/Federally designated wild and scenic waterways.

The McKay Creek flood plain includes other resources which may include riparian corridors, wetlands, and stream corridors. Development in such areas is restricted by the City's Significant Natural Resources Overlay Zone and flood plain ordinance. The only allowable alteration of the flood plain is governed by the flood plain ordinance.

The City has groundwater resources upon which it depends for its domestic water supply. Sewerage service is provided by Unified Sewerage Agency throughout the City. To protect water supplies, the City will evaluate each request for development in terms of its water requirements.

#### **15.02.034 STATEWIDE PLANNING GOAL 5**

To conserve open space and protect natural and scenic resources.

#### **15.02.035 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** To protect and enhance the open space and natural resources of the area through proper use and development, especially McKay Creek and its tributaries.

##### **A. POLICIES:\***

- (1) The City will encourage recreational uses of open space land.
- (2) The City will explore the feasibility of acquiring a future park site within the 100-year flood plain of McKay Creek.
- (3) In reviewing planned unit developments (PUD's), the City will not permit property owners to use the flood plain to calculate total allowed residential densities.
- (4) The City will encourage the siting of all new development to prevent any unnecessary removal of existing trees.
- (5) The City will review an open space system, proposed acquisition of right-of ways, and easements or lands for any city agency, for possible incorporation.
- (6) The City will protect the fish and wildlife habitats in the McKay Creek stream corridor through application of its flood plain ordinance design review, and park lands overlay systems, and significant natural resources overlay zone district.

2. **OBJECTIVE:** To continually explore ways to develop and maintain an open-space network.

**A. POLICIES:**

- (1) The City will initiate and develop a master storm water management plan to encourage preservation of all natural drainage ways.
- (2) The City will provide and preserve green-ways and open space along, creeks, or other water features for recreational purposes and visual aesthetics.

\* This constitutes the City's open space plan.

3. **OBJECTIVE:** To identify sites and structures relating to the history of the State and the city that should be identified, protected and enhanced.

**A. POLICIES:**

- (1) The City shall utilize the Historic Resource Overlay District to identify and protect significant historic sites and structures. The City's list of significant historic sites and structures shall be maintained in the Comprehensive Plan Inventory and affected properties designated on the Comprehensive Plan and Zoning Maps.
- (2) The City will develop a program using public and private resources, to revitalize those older residential structures which have been identified as having some historical or architectural significance.
- (3) The City will investigate the possibilities of receiving funding and tax benefits from the federal, state, and local levels in order to support historic preservation.
- (4) The City will cooperate with the Washington County Museum and the State Historic Preservation Office to identify and protect significant cultural resources.
- (5) The City will recognize and comply with applicable State and Federal Statutes governing the protection of cultural resources.

- (6) The City will seek to protect all archaeological sites found in the city.

**4. OBJECTIVE:** To protect the groundwater supply essential to clean water and natural vegetation.

**A. POLICIES:**

- (1) The City will work to preserve and maintain the quality and availability of ground water for its citizens.
- (2) The City will develop standards to prevent damage to public and private property caused by flooding.
- (3) The City will cooperate with State and regional agencies to determine the nature and future value of the area's groundwater supply.
- (4) The City will prohibit approval of developments which cannot be served by an adequate municipal supply.
- (5.) The City will initiate action to identify and acquire an alternative to groundwater as its primary source of supply.

#### **15.02.040 AIR, WATER, AND LAND RESOURCES**

The City of North Plains maintains air and water quality, and noise level standards in accordance with the following federal laws:

- Clean Air Act (PL-88-206 as amended August, 1977);
- Federal Water Pollution Control Act (PL-92-5000);
- Safe Drinking Water Act (P-93-523);
- Resource Conservation and Recovery Act (PL-94-580);
- Noise Control Act (PL-92-574);

and state laws:

- Pollution Control (ORS 486);
- Sewage Treatment & Disposal System (ORS 454);
- Solid Waste Control Act (ORS 467); and
- Noise Control Act (ORS 467)

#### **15.02.041 AIR QUALITY**

The City of North Plains is identified by the Department of Environmental Quality (DEQ), State of Oregon, as being within the "Portland Air Quality Maintenance Area". This designation is a requirement of the Clean Air Act Amendments of 1977. The pollutants mentioned are particulates, carbon monoxide and photo chemical oxidants.

It has been determined by using the guidelines in the DEQ publication, "DEQ Handbook for Environmental Quality Elements of Oregon Land Use Plans (air quality section)" and support documentation that the North Plains Comprehensive Plan does appear to cause or contribute to a significant degradation of air quality within the Portland area and Air Quality Maintenance Area.

#### **15.02.042 WATER QUALITY**

The City has a Clean Water Services (CWS) sewage system in place.

#### **15.02.043 NOISE POLLUTION**

North Plains experiences varying degrees of noise pollution. The Sunset Highway on the southern city limits and some industrial facilities, and the Portland Hillsboro Airport, vehicle traffic in the city, and the Burlington Northern Railway that runs through the middle of town are the main sources of noise.

#### **15.02.044 STATEWIDE PLANNING GOAL 6**

To maintain and improve the quality of the air, water, and land resources of the state.

#### **15.02.045 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** All discharges from existing and future development should be within the limits set forth in applicable state or federal environment quality statutes and standards.

**A. POLICIES:**

(1) The City will encourage standards that and, enhance the air and water quality and reduce noise pollution; and require that

all state and federal standards be met or exceeded with respect to:

- Air quality
- Water quality
- Noise levels

- (2) The City will participate in appropriate environmental quality planning efforts on a regional level.

#### **15.02.050 AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS**

Steep slopes pose no significant hazard to development within the City of North Plains. However, there is a potential threat to life and property due to the following:

#### **15.02.051 FLOODING**

The City contains nearly 58 acres of land located within the 100-year flood plain of McKay Creek, which lies at the eastern edge of the City, and a tributary, which traverses the City from its northwest to southeast corners. Flooding in the city is due primarily to the undersized culvert at Glencoe Road, 314<sup>th</sup> Avenue and Pacific, Cottage, Commercial, Hillcrest and Wascoe Streets. The solution to the flooding will be addressed in the master storm water management plan.

#### **15.02.052 SOIL LIMITATIONS**

Approximately 14% of the soils in North Plains have "moderate potential" for shrink-swell which affects the stability of building foundations and roadways.

Approximately 13% of the soils in the community are identified as having a seasonable high water table, i.e. within 24 inches of the surface, which affects construction and development. Most of these soils are associated with or are in the vicinity of the 100-year flood plains.

#### **15.02.054 STATEWIDE PLANNING GOAL 7**

To protect life and property from natural disasters and hazards.

#### **15.02.055 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** To concentrate urban uses on suitable lands based on research of available information showing the absence of known hazards including but not limited to flooding, unfavorable soil conditions, and seasonally high water table.

**A. POLICIES:**

- (1) The City will require specific information clearly identifying the degree of hazard present from applicants who seek approval to develop residential, commercial, or industrial uses within known areas of natural disasters and hazards.
- (2) The City will prohibit development or land form alterations in areas with natural development limitations except upon showing that design or engineering techniques can eliminate any public harm or adverse effects to surrounding persons or properties. Consideration shall be given to such natural hazards as:
  - Severe Soil restrictions;
  - Areas within the 100-year flood plain; and
  - Seasonally high water table within 24 inches of the surface.

2. **OBJECTIVE:** To discourage development in flood plains and natural drainage ways.

**A. POLICIES:**

- (1) The City will permit limited use of certain flood plain lands for recreational and agricultural purposes which do not endanger the public health, safety or welfare.
- (2) Any alteration to a drainage way shall be engineered and constructed in an manner to allow for the least possible change in the natural flow of water which existed prior to the alteration.
- (3) The City will allow no construction or grading which would:
  - Cause any restriction which could cause backup of water and flood upstream properties;
  - Cause an increase in flow rate, to downstream properties; or

- Cause an increase of flood potential for the property which is undergoing alteration.
- (4) The City will keep flood plain information current, as reported by U.S. Army Corp of Engineers and other sources.
  - (5) The City will utilize the flood plain Overlay District to accomplish these policies, which will apply to private land owners, as well as City, County, and State public projects.
3. **OBJECTIVE:** To protect life and property from harm or loss due to construction on weak foundation soils.

**A. POLICIES:**

- (1) The City will maintain procedures to advise applicants for development permits of the areas known to have a potential for weak foundation soils.
  - (2) The City will require a soils report in areas of known weak foundation soils, by a qualified soils engineer or consulting geologist licensed or registered by the State of Oregon.
4. **OBJECTIVE:** To protect life and property from harm or loss due to activity or construction in areas of high groundwater.

**A. POLICIES:**

- (1) The City will establish land development policies and regulations which take into consideration existing and evolving groundwater conditions.

**15.02.060 RECREATION**

Presently there are 5.5 acres developed of park/playground area located at the Community Center, City Hall area, and elementary school. Churches, a senior citizen center, the City Hall, and the Jessie Mays Community Hall are available for indoor activities. Outdoor activities are available nearby in the surrounding countryside, such as horseback riding, hiking, fishing, biking, gliding, and golf. The recreational facilities existing in North Plains are determined inadequate to meet the future population growth needs.



## **15.02.064 STATEWIDE PLANNING GOAL**

To satisfy the recreational needs of the citizens of the state and visitors.

## **15.02.065 CITIES OBJECTIVES AND POLICIES**

**1. OBJECTIVE:** To plan a parks and recreation system adequate to serve projected population growth.

**A. POLICIES:**

- (1) The City will make it a top priority to identify and acquire land serve long-range community recreation needs, in accordance with an adopted Park and Recreation Master Plan.
- (2) The City will establish criteria for the use and design of proposed park and facilities development.
- (3) The City will explore all avenues of acquiring Local, State, Federal, and private funding for purchasing land for parks and their development .
- (4) The City will work with neighborhood groups in identifying lands for recreational development.
- (5) The City will locate new neighborhood parks to conveniently serve city residents.
- (6) The City will project all park land use needs through the year 2020.
- (7) The City shall establish a minimum of two acres per 1,000 population for neighborhood parks and with each park to contain two to five acres with an opportunity to co-locate one park with a new elementary school

**2. OBJECTIVE:** A variety of community parks and outdoor recreation areas should be encouraged, maintained, and enhanced.

**A. POLICIES:**

- (1) Recreation facilities will fulfill the needs of the neighborhood and the community at large by providing recreational opportunities for all people.
- (2) The City shall establish one 20 acre community park.
- (3) The City shall designate stream corridors and flood plains as open space and possible linear park land.
- (4) The City shall determine the sites for future park land needs in a manner that is consistent with the City's livability objectives.
- (5) The City shall develop a plan to obtain needed park lands by 2005.
- (6) The City shall assure that all park lands are accessible to all neighborhoods via efficient and safe linkages.

**3. OBJECTIVE:** To plan community recreation facilities in conjunction with existing and planned school facilities so that they compliment each other in function.

**A. POLICIES:**

- (1) The City will maintain a community facility (such as the Jessie Mays Community Hall) and retain and develop the park sites to meet the recreational needs of the City in a manner that is consistent with the City's livability objectives.
- (2) The City will coordinate with the Hillsboro Elementary School District to allow use of school playground equipment and sports facilities by residents when the facilities are not in use by the school.

**15.02.070 ECONOMICS**

**15.02.074 STATEWIDE PLANNING GOAL 9**

To diversify and improve the economy of the state.

**15.02.075 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** To increase local job opportunities.

**A. POLICIES:**

(1) The City will encourage development that provides new employment opportunities for residents.

2. **OBJECTIVE:** Diverse businesses and industries should be encouraged to locate in North Plains.

**A. POLICIES:**

(1) The City will continually research and study the need for industrial/commercial sites and maintain an inventory of such lands.

(2) The City will work with private institutions, citizens, and governmental agencies to implement current Economic Development Plans.

(3) The City will protect existing and planned industrial and commercial areas from encroachment by incompatible uses.

(4) The City will promote appropriate development near its industrial park in the eastern City in order to provide citizens the means for walkable access to jobs in the City's eastern industrial area.

(5) The City will work with property owners and developers to construct sewer and water facilities necessary for development.

(6) The City shall support the diversification of the local economy.

(7) The City will encourage economic development by assuring that adequate land, streets, utilities, and public services exist to serve commercial and industrial development.

**15.02.080 HOUSING**

The City wishes to encourage the opportunity for its citizens to have a variety of housing choices. The City envisions a compact community in which citizens have a variety of housing choices in easy pedestrian walking range of City amenities.

In 1980, the City of North Plains had 266 dwelling units of which 248 (93%) were conventional single family, 12 (5%) multi-family, and six (2%) manufactured home units. This does not include 43 units of migrant housing located in a labor camp at the east end of the City. Two-thirds of its housing stock had been constructed since 1950.

In 1983 the City amended its zoning code to significantly increase housing opportunities by:

- Expanding the definitions of "Dwelling Unit" to include prefabricated housing constructed to Uniform Building Code specifications and "manufactured home parks" to include "manufactured home subdivisions";
- Permitting manufactured home parks or subdivisions in the R5 as well as R2.5 zones; and
- Adopting a planned unit development (PUD) ordinance which permits greater flexibility in dwelling siting, design and construction.

According to the 2000 U.S. Census, the City has a population of 1,605, an increase of 890 people over its 1070 population. Assuming a household size of 2.50 persons, this will result in the demand for 1,600 dwelling units. Work Task 3 of the City's Periodic Review Work Program demonstrates the existing city limits can accommodate 1,062 dwelling units. The remaining 583 dwelling units will need to be accommodated via an expansion of the Urban Growth Boundary.

To encourage the provision of a greater variety of housing types at affordable prices, the City will encourage construction of additional units using the following ratio: 40% low density, 40% medium density, and 20% high density. This is more favorable for the construction of lower cost small lot single family, duplex, and multi-family units than is the existing housing mix of 88% low density / 5.9% medium density / 6.1% high density.

The City has recently adopted changes to the zoning code to allow mixed-use opportunities in the C-1 Commercial zone. This provision, combined with the up-zoning of two entire blocks near downtown will provide additional residential opportunities within the core are of the City.

#### **15.02.084 STATEWIDE PLANNING GOAL 10**

To provide for the housing needs of citizens of the state.

#### **15.02.085 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** Future residential development should provide a variety of housing choices for North Plains' citizens in a manner that is consistent with the City's livability objectives.

**A. POLICIES:**

- (1) The City will insure adequate vacant land is zoned in all residential zoning categories.
- (2) The City will expand the availability of attached housing and shall encourage a minimum of 25% of the total new housing types to be attached housing.
- (3) The City shall work to assure that all citizens have:
  - a) adequate links to transportation systems;
  - b) availability of adequate public facilities;
  - c) reasonable buffering of adverse impacts.
- (4) The City of North Plains shall assure the equitable geographic distribution of housing types through the development of policies and objectives that will assure housing variety, affordability, linkages, walk-ability, buffers, accessibility to centers and transitions.
- (5) The City of North Plains shall determine geographic areas having the highest priority for higher housing densities.
- (6) Hosing shall be provided in a manner that is consistent with the City's livability objectives.

- 2. OBJECTIVE:** To cooperate with the Federal, State and regional agencies to help provide for housing rehabilitation assistance to residents.

**A. POLICIES:**

- (1) Cooperate with the Housing Authority of Washington County to identify sites, projects and developers to provide the City's fair share of assisted housing units for low and moderate income households.

- 3. OBJECTIVE:** To evaluate proposals for new housing in terms of the impact of additional numbers of people on the natural environment, community services, utility support systems, and projected housing space needs.

**A. POLICIES:**

- (1) The City will require all applications for residential development of 4 or more units to provide a site analysis which identifies:
  - Slopes;
  - Soil Characteristics;
  - Potentially severe hazardous areas as indicated in the Planning Inventory, especially flood plain, high ground water and erodible soils;
  - Routes or channels of surface water runoff, including adjacent areas;
  - Street access to site, and connections to adjacent streets and pedestrian, bicycle, equestrian ways;
  - Access to utilities;
  - Existing buildings or historic features;
  - The City will make available to the developer such data as may be on file pertaining to the above criteria.
- (2) The City will develop specific and enforceable design standards for multi-family, manufactured home and small lot developments.
- (3) Single-family residential areas require settings conducive to the activities and needs of the family and may need to be buffered from non-residential areas through landscaping or open space.
- (4) Multi-family areas will be complimentary to shopping, service, and activity centers by providing greater pedestrian use and benefitting from their accessible location. Landscaping and open space will be provided to reduce potential conflicts of land use.
- (5) Housing to accommodate the senior citizens will be located within easy walking distance of business and commercial areas.

## **15.02.090 PUBLIC FACILITIES AND SERVICES**

The City of North Plains adopted the "Water System Master Plan", April, 1980, and the "Sanitary Sewer Collection System", January, 1978. More recently, the City adopted an updated Water Master Plan on September 23, 1999. The two documents are the specific development and policy documents for the provision of water and sanitary sewer.

## **15.02.094 STATEWIDE PLANNING GOAL 11**

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development consistent with the City's livability objectives.

## **15.02.095 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** To program and provide municipal facilities in the most efficient and cost effective manner to adequately serve existing population and anticipated growth, in accord with the Comprehensive Plan.

### **A. POLICIES:**

- (1) The City will update its detailed public facility and utility studies and maintain current inventories of needs and costs.
- (2) The City will develop, maintain, update, and expand police and fire services, streets and sidewalks, water and sewer systems, and storm drains as necessary to provide adequate, efficient and cost effective facilities and services to the community.
- (3) The City will plan public facilities, utilities, and services to meet the expected demand through development of a capital improvement program.
- (4) The City will cooperate with agencies involved in providing and coordinating social services to the community.

2. **OBJECTIVE:** To establish and utilize criteria to guide the location and design of new public facilities.

### **A. POLICIES:**

- (1) The City will weigh the following factors when determining public facility location:
  - Availability and cost of usable land;
  - Degree of disruption of residential areas;
  - Operational efficiency of alternate locations;
  - Geographic restrictions and requirements; and

- Overall Comprehensive Plan objectives, including objectives regarding the city's livability and future growth.
- (2) The City will require the following preconditions to development:
- A proposed use can only be connected to a public water and sanitary sewer system. The City will allow the current use of individual sewage disposal systems only in the selected areas of the City where sewer service is currently not available. However, as these areas develop, extension of the sewer system will be required.
  - Surface water run-off can be handled on-site, or adequate provisions can be made for run-off which will not adversely affect water quality in adjacent streams, ponds, lakes, or other drainage on adjoining lands; nor will such run-off adversely affect the use of adjoining properties.
  - Adequate water pressure will be present for fire fighting and domestic use.
  - Development proposals will be required to conform to the design standards for street, water, and sewer.
  - Public facilities extensions are consistent with the City's livability objectives.
3. **OBJECTIVE:** To aggressively seek outside revenue sources to fund public facility needs and utilize these solely for capital improvements.
- A. POLICIES:**
- (1) The City will complete local planning for high priority public facilities so that outside revenue sources can be used on short notice.
  - (2) The City will develop local funding adequate to meet "matching" requirements of outside revenue sources.
  - (3) The City will require equitable sharing of most public facility costs between new development and the existing community through means such as system development charges, Local Improvements Districts, or other possible means.



**15.02.096 MUNICIPAL WATER POLICY**

- (1) The City will increase the City water system's storage capacity and pumping capability in order to:
  - Meet requirements of Department of Human Resources, Health Division; and
  - Increase and maintain fire protection.
- (2) Water storage and distribution facilities shall be expanded and established in a manner that is consistent with the City's livability objectives.
- (3) Water storage and distribution facilities, including expansions or other modifications to such facilities, shall be established in a manner that provides the most efficient, cost effective use of public dollars while also maintaining consistency with the City's livability objectives

**15.02.097 SANITARY SEWER SYSTEM POLICY**

- (1) The City will require property owners of existing and new development to connect to the City's sanitary system in order to:
  - Avoid future health hazards; and
  - Encourage more compact, economical and efficient urban growth.
- (2) Sanitary sewer shall be established and extended in a manner that is efficient, cost effective, and consistent with the City's livability objectives.

**15.02.098 STORM WATER RUN-OFF POLICY**

- (1) The City will provide for a study of urban storm water run-off to alleviate ponding and flooding.

**15.02.099 SOLID WASTE POLICY**

- (1) The City will work with Washington County and the Metropolitan Service District to insure adequate provision for and control of solid waste disposal sites.

#### **15.02.100 SCHOOLS POLICY**

- (1) The City shall coordinate with the Hillsboro School District to project all school land needs and to determine the location of future school sites.
- (2) The City will determine if park lands shall adjoin school lands.
- (3) The City will assure that school lands are accessible to all neighborhoods via efficient and safe linkages. The City defines efficient and safe linkages for school children as those linkages, such as pathways and sidewalks, which are designed for pedestrian and bicycle riding opportunities for school children, to enable them to make their way to and from school in a safe manner with a minimal amount of traffic conflicts.
- (4) The City shall encourage the Hillsboro School District to establish and maintain all school facilities within the City and UGB and to site new schools only in a manner that is consistent with the City's livability objectives.

#### **15.02.101 TRANSPORTATION**

The Sunset Highway is the major regional route connecting North Plains with the Portland metropolitan area and suburbs. Residents utilize the private automobile almost exclusively as a means of getting to work or shopping, Mass transit is limited to a few special transportation services. Commercial and Hillcrest Streets are the most heavily traveled streets in the City with A.D.T. counts of 2600 and 900. There are 10.9 miles of platted right-of-way of which 74% are currently improved, 38% are paved and 36% are hard packed gravel.

The City is currently served by the Burlington Northern Railroad four to five times a day.

The City is within 5 miles of the Hillsboro Airport, operated by the Port of Portland.

The City lacks a park and ride facility the establishment of which would improve carpool opportunities for North Plains citizens. The City shall work to establish a park and ride facility within the City and its UGB in a location that is consistent with the City’s livability objectives.

**15.02.104 STATEWIDE PLANNING GOAL 12**

To provide and encourage a safe, convenient and economic transportation system.

**15.02.105 CITY OBJECTIVES AND POLICIES**

1. **OBJECTIVE:** Provide a system of road and other forms of transportation which link each part of the community into a unified whole, and one which will safely, efficiently, and economically move traffic to and through the area in a manner that is consistent with the City’s livability objectives when the City is fully urbanized.

**A. POLICIES:**

(1) **STREET DESIGN STANDARDS**

(a) As part of the Transportation Plan (TSP), the City of North Plains has adopted modifications to the existing functional classification plan, These changes are made in recognition of the anticipated future land development and the resulting traffic volumes within the City boundaries.

(b) Changes to the City’s current roadway standard policy are shown in table 3 of the original TSP. However, in order to comply with revisions to the TSP, several standards have been developed and are summarized in Table 3-a. These standards replace the current standard. Curbs are included in all City roadways.

**TABLE 3-A**

<b>Classification</b>	<b>Pavement Width (ft)</b>	<b>Sidewalk Width (ft)</b>	<b>Bikeway Width (ft)</b>	<b>Parking</b>	<b>ROW (ft)</b>	<b>Design Speed (MPH)</b>
Local Street <sub>1</sub>	28	5	None	1 side	46	25-35
	28	5	None	1 side	38	25-35

	28	5 one side	None	1 side	34	25-35
Colector	38	5	None	2 sides	60-80	25-35
(Residential)	28	5	Shared	2 sides	60-80	25-35
(Commercial)	42	5	Shared	None	60-80	25-35
(Boulevard)	48	5	6	2 sides	60-80	25-35
Arterial <sub>1</sub>	48-50	5	6	None	60-100	35-50

<sub>1</sub> Planter strips (4 feet) should be considered as rights-of-way allow.

- (c) There are three local residential street standards. The first standard (Figure 5-2ccc) is a 28-foot wide local street with two five-foot sidewalks, two 10-foot travel lanes and 6-foot of parking on one side. The right-of-way requirement is 46 feet. This cross section also allows for four-foot planting strips on both sides of the roadway.
- (d) The second local street standard (Option A, figure 5-2ccc) is the City of north Plain's skinny street standard. This standard consists of a 28-foot paved width, which includes two 10-foot travel lanes, 8-foot of parking on one side, and 5-foot sidewalks on both sides of the road with no planting strips. The right-or-way requirement is 38 feet.
- (e) The third local street standard (Option B, figure 5-2ccc) is another option for the City of North Plains skinny street standard. This cross section consists of a 28-foot paved width, which includes two 10-foot travel lanes, 8-foot of parking on one side, and a 5-foot sidewalk on one side of the road. No planting strips are included in this cross section. The right-of-way requirement is 34 feet.
- (f) The typical City of North Plains collector standard consists of a 38-foot paved width, which includes 7-foot of parking on each side, two 12-foot travel lanes and a continuous 12-foot center left turn lane, planting strips and 5-foot sidewalks on both sides. The right-of-way requirement is 60 to 80 feet.
- (g) The City also has a boulevard option for Commercial Street between 313<sup>th</sup> Avenue and Glencoe Road. It consists of a 48-foot paved width, 5-foot sidewalks, 7-

foot parking and 6-foot bike lanes on both sides. Planting strips are optional depending on availability of right-of-way. The total right-of-way requirement is 60 to 80 feet.

- (h) A residential collector consists of a 28-foot paved section with two 14-foot travel lanes and 5-foot sidewalks on both sides. Planting strips are optional depending on availability of right-of-way. The total right-of-way requirement is 60 to 80 feet.
- (i) The other collector standard for Commercial Street between Main Street and Gordon Road consists of 28 to 42 feet of paved width, with two 14-foot travel lanes, one 14-foot center continuous left turn lane, 5-foot sidewalks and planting strips. Planting strips are optional depending on right-of-way availability. The total right-of-way requirement is 60 to 80 feet.
- (j) The arterial cross section consists of 48 to 50 feet of paved section with two 6-foot bike lanes, two 12-foot travel lanes, and 5-foot sidewalks on both sides. Planting strips are optional depending on right-of-way availability. The total right-of-way requirement is 60 to 100 feet.

## **B. STREET CLASSIFICATIONS**

- (1) Arterial: Design Criteria: Five-foot sidewalks, six-foot bike lanes, and two twelve-foot travel lanes with a twelve-foot median where applicable. In commercial areas sidewalks preferred from curb to property line. The following roads should be classified as Arterial in the City of North Plains:

- Glencoe Road
- West Union Road

- (2).. Collector: This classification standard is characterized by a two-lane roadway section, five-foot sidewalks, and six-foot bike lanes and with adequate right-of-way and street width at major intersections to accommodate traffic volumes at acceptable levels of service. Access restrictions to be less than arterial, but more restrictive than local streets. Signalization at intersections with major arterials and collector streets as

warranted. Add 8 feet for parking if allowed and no parking is suggested within 100 feet of curb return. The following roads should be classified as Collectors within the City:

- North Avenue
- Gordon Road
- Commercial Street
- Main Street
- Hillcrest
- Pacific Street - Main to east end
- 307<sup>th</sup> Avenue
- Highland Court
- 313<sup>th</sup> Avenue
- Cottage - Main to Gordon Rd.

- (3) Local: Include curbs and sidewalks. Add five feet for sidewalks along local streets. All roads not classified as arterial or collector should be considered local streets.

*ORD. 325 - Adopted: November 15, 2005 (TSP)*

- (4) In evaluating parts of the system, the City will support proposals which:
- Protect the qualities of neighborhoods and the community; and
  - Provide for adequate street capacity, optimum efficiency and effectiveness.
  - Connect the downtown core and the City's industrial area to the City's neighborhoods, schools and parks, in a manner that is consistent with the City's livability objectives.
- (5) Develop a Capital Improvements Program for transportation facilities.
- (6) Minimize the adverse social, economic, and environmental impacts created by the transportation system. The City's livability objectives require that transportation facilities supported by the City only be extended to areas north of Highway 26 in a manner that connects the downtown core and City's industrial areas to City neighborhoods, schools and parks.

2. **OBJECTIVE:** Development should occur in such a manner as to encourage and facilitate pedestrian movements in a manner that is consistent with the City's livability objectives.

**A. POLICIES:**

- (1) The City of North Plains shall consider bikeways as a transportation alternative in future roadway planning, Bikeways on the City's designated major and minor arterials and collector streets will be given highest priority for transportation related paths.
- (2) The City of North Plains shall encourage development of bikeways that connect residential areas to activity areas such as the downtown core, industrial areas, other areas of work, schools, community facilities, and recreation facilities.
- (3) The City of North Plains shall encourage development of subdivision designs that include bike and foot paths that interconnect neighborhoods and lead to schools, parks, and the downtown core and industrial areas.
- (4) The City will encourage development of a bicycle network that connects the City core, industrial areas, neighborhoods, schools and parks.
- (5) The City will provide safe pedestrian access to schools, parks, shopping and jobs to make walking a realistic alternative to driving within the City. The City's highest priority is to provide such pedestrian access as one of the means for achieving the City's livability objectives.
- (6) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-005(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, access-ways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property.
- (7) The City of North Plains shall provide safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected

streets, to ensure that new development provides on-site streets and access-ways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

- (8) The City of North Plains shall encourage the use of alternative modes of transportation (walking, bicycling, and public transportation through improved access, safety and service. These include:
  - (a) Providing sidewalks or shoulders and safe crossings on collectors and arterials.
  - (b) Implementing the bicycle, pedestrian, and transit plan of the City of North Plains's TSP.
  - (c) Seeking Transportation and Growth Management (TGM) and other funding for planning projects evaluating and improving the environment for alternative modes of transportation.
  - (d) Cooperating with other cities, the county, other agencies, and private organizations to pursue inter-city transit service opportunities.
  - (e) Utilizing local improvement districts (LID's) when possible to provide sidewalks and curbs for local neighborhoods.
- (9) The City will ensure access for bicyclists to and from Highway 26.
- (10) The City will provide safe pedestrian access to schools, parks, and shopping to make walking a realistic alternative to driving within the City.
- (12) The City shall plan and develop a network of streets, access-ways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.



- (13) The City shall require streets and access-ways where appropriate to provide direct and convenient access to major activity centers, including downtown schools, shopping areas, and community centers.
- (14) The City has identified existing and future opportunities for bicycle and pedestrian access-ways in areas of new development. Many existing access-ways such as user trails established by school children distinguish areas of need and should be incorporated in the transportation system. The City has adopted neighborhood circulation and street connectivity standards for new residential and mixed-use development. These requirements have resulted in the development of several future streets plans that guide the construction of new local street connections with land use development and redevelopment.

The bicycle and pedestrian element of the Plan also identify vacant and underdeveloped residential and mixed-use areas. Those areas not constrained by schools, parks open space, flood plains, or hillsides, and not already covered by an existing future street plan, have been called out for future connectivity studies. These studies will assist in the identification of additional access-ways in conjunction with meeting the City's street connectivity, maximum block length, and maximum block perimeter standards.

- (15) The City shall require bikeways on all new arterials and collectors within the Urban Growth Boundary except on limited access freeways.
- (16) The City shall retrofit existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical (i.e., bike lanes may not be appropriate in downtown core areas where it would require the removal of parking).
- (17) The City shall require sidewalks on all new streets within the Urban Growth Boundary except on limited access freeways.
- (18) The City shall proceed to retrofit existing streets with sidewalks on a prioritized schedule.
- (19) The City shall give priority to developing access-ways to major activity centers within the North Plains Urban Growth

Boundary, such as the downtown commercial center, schools, and community centers.

3. **OBJECTIVE:** City street improvements should be a priority and a better maintenance program should be developed.

**A. POLICIES:**

- (1) The City will promote adequate transportation linkages between residential, commercial and industrial use areas in a manner that is consistent with the City's livability objectives. This will be done through street improvements, new streets, marked turning lanes, warning signs and/or speed reduction in appropriate locations to facilitate connections to the downtown core, industrial areas, parks schools and neighborhoods. Problems identified in the plan are of first priority.
- (2) The City will require developers to aid development of the roadway system by dedication or reservation of needed rights-of-way and by adopting setbacks and other required standards which will keep buildings from interfering with future road improvements.
- (3) The City will require applicants for development in the North Plains urban area to construct streets within and serving the development to City standards including curbs, gutter, sidewalk and drainage facilities.
- (4) New land developments will be encouraged to reduce the percentage of land devoted to streets so long as doing so is consistent with the City's livability objectives.
- (5) Local streets in residential neighborhoods shall include trees and landscaping to achieve a pleasant visual effect as well as to achieve an environment at a pedestrian scale.
- (6) The City will cooperate with the Oregon Department of Transportation in the implementation of the ODOT six-year Highway Improvement Program.

4. **OBJECTIVE:** Alternative modes of transportation, in addition to the automobile, should be encouraged and promoted.

**A. POLICIES:**

- (1) The City will support efforts to secure mass transit system.

5. **OBJECTIVE:** The City of North Plains has developed plans for construction for improvements of Commercial Street between Main Street and NW 313<sup>th</sup> Avenue in the downtown area.

**A. POLICIES:**

- (1) The plan provides for a cross section consisting of two 16-foot travel lanes, 8-foot of parallel parking on one side and 20-foot diagonal parking on the other side of the roadway. The section also includes two 10-foot sidewalks with no bike lanes. The total right-of-way width is 80 feet. The plan also includes a new traffic circle at the intersection of Commercial Street and Main Street.
- (2) The Transportation System Plan includes the following projects for improvements related to bike lanes:
  - Glencoe Road: Include bicycle lanes and sidewalks on both sides of the road. This would provide connectivity to the existing sidewalks and future growth to the east of Glencoe Road.
  - Commercial Street: Include bicycle lanes and sidewalks on both sides of the road. A detailed plan should be developed to make sure these facilities coexist with parking demand in the downtown area.
- (3) Other streets in the City will be adding bike lanes as development occurs and as projects get included in the City's Capital Improvement Program. The boulevard option of Commercial Street between NW 313<sup>th</sup> Avenue and Glencoe Road includes the provision for 6-foot bike lanes on both sides of the roadway.

6. **OBJECTIVE:** Implement the City of North Plains Parks and Recreation Capital Facilities Master Plan

**A. POLICIES:**

- (1) The City of North Plains Parks and Recreation Capital Facilities Master Plan (February 28, 2000) made the recommendation to develop approximately 14.024 linear feet

of 10-foot wide all weather trails/pathways (including two trail-heads with parking and restroom facilities) to provide for recreation, linkage, and access to parks, schools and open space areas. As a consequence, the following streets should be improved first to provide a potential linkage to the proposed trail system (a map of this system is provided as part of the original TSP):

**BICYCLE / PEDESTRIAN FACILITIES PROJECTS (By Priority)**

LOCATION	DESCRIPTION
North Avenue (Gordon Road to Glencoe Road)	2,200 feet of 5 feet AC sidewalk
Main Street (Commercial Street to Pacific Street)	4,800 feet of 5 feet concrete sidewalk
Glencoe Road (Cottage Street to North Avenue)	2,700 feet of 5 feet concrete sidewalk
Commercial Street / West Union Road (Main Street to East City limits)	13,500 feet of 5 feet minimum concrete sidewalk
Gordon Road (Commercial Street to North Avenue)	2,800 feet of 5 feet concrete sidewalk
Pacific Street (Main Street to 307th Avenue)	5,400 feet of 5 feet concrete sidewalk
NW 311th Street (Hillcrest Street to Pacific Street)	2,800 feet of 5 feet concrete sidewalk
NW 309th Street (North Avenue to Hillcrest Street)	1,600 feet of 5 feet concrete sidewalk
Lenox Street (Timeric Street to 300 feet west)	600 feet of 5 feet concrete sidewalk

(2) Other projects include the following:

- North Avenue: On the near term a sidewalk should be constructed on the south side of North Avenue to connect the existing sidewalk to Gordon Road. Sidewalks should also be added on the south side of North Avenue between NW 309<sup>th</sup> Avenue and Glencoe Road. These improvements would complete a system of sidewalks on North Avenue in addition to providing connectivity to the adjacent street system. In the

long term sidewalks should be added to the north side of North Avenue also.

- Gordon Road: Provide sidewalk on the east side. This improvement will facilitate a connection to the future extension of sidewalk on the south side of North Avenue and to sidewalks along Commercial Street.

### **15.02.110 ENERGY**

Energy can no longer be considered an inexpensive and infinite resource. Increased energy costs and a limited energy supply will have a profound effect on a city like North Plains because of its distance from the Metro urban core area and related employment centers. The City and residents will also incur increasing local energy costs that can only be mitigated by conservation efforts by both groups and individuals. Transportation systems and City development patterns are two areas where energy use is highest and most likely to be affected. It is in these areas that energy policy should be directed. One of the methodologies for realizing energy conservation is to make pedestrian and bicycle connections to the City's downtown core, industrial areas, schools and parks useable, safe and inviting. The objective of energy conservation reinforces the importance of focusing public facilities and urbanization toward in-filling and connecting the City's existing downtown and industrial areas.

North Plains is currently using limited mass transit and emphasis is on automobile usage. Some methods of achieving transportation energy conservation are as follows:

- Increasing mass transit (bus/light rail serving high density areas);
- Car pooling;
- Providing recreation and commercial facilities in close proximity to higher density development to reduce vehicle trips; and
- Developing pedestrian and bicycle connections to reduce vehicle use.

The following are several methods of achieving residential energy conservation that are currently possible:

- Using available housing programs, priority to pre-1950 dwellings: utility marketing of energy savings (utility company); home energy conservation loans (banks);
- Utilization of lot size, dimension and siting controls;
- Availability of light, air, and wind; and
- Bulk, height, and surface area of residence.

### **15.02.114 STATEWIDE PLANNING GOAL 13 (To conserve energy.)**

## **15.02.115 CITY OBJECTIVES AND POLICIES**

- 1. OBJECTIVE:** Development should occur which minimizes the consumption of fuels and maximizes the efficiency of utilities and residential space heating.

### **A. POLICIES:**

- (1) The City will encourage practices and development which will:
  - Provide recreation in proximity to developed areas;
  - Reduce or shorten energy consuming trips by increasing density and intensity of development to reinforce transit corridors, employment, and commercial centers in the City's downtown core, and existing industrial areas and to provide inviting, usable connections to these locations and residential, parks, and school areas;
  - Use of energy conservation in development patterns by taking advantage of climatic conditions of light, heat, cooling, and ventilation; and
  - Consider the use of existing and proposed vegetation to: screen and admit light seasonally, create wind breaks.
- (2) The City will review possible ways of developing weatherization and insulation programs, especially in pre-1950 homes.
- (3) The City will encourage the recycling of older buildings (in compliance with Uniform Building Code) and waste materials should be encouraged where economically feasible and aesthetically desirable.

## **15.02.120 URBANIZATION**

### **15.02.122 BACKGROUND:**

The City is projected to grow to a population of 4041 people through the year 2021. The City wishes to plan for its growth in order to provide a land supply enabling its existing and future citizens to enjoy a livable North Plains consistent with its character as a rural town.

Therefore, as a first step in determining the nature and amount of the City's land needs and how and where such land supply needs should be satisfied, the City, in coordination with DLCD, ODOT, Metro, Washington County and others undertook an extensive review. This review resulted in a recommendation to the City for a UGB amendment to the North and East of the City, as well as certain policy objectives for the existing City. This study was funded by the State's Transportation Growth Management Program and was referred to as the City's "TGM Study."

The TGM Study's recommendations were unanimously recommended to the City by the voting participants in the TGM Study process, including the mayor, City Council member, the Planning Commission chair, Planning Commission member; and representatives of DLCD, ODOT, the Friends of North Plains, Metro and Washington County.

The TGM Study's unanimous recommendation was that the City increase density within the existing UGB, and amend the UGB to enable the City grow to the North and East. The basis for such policy changes are in the in-fill and development policies developed for the City's periodic review by LCDC. After receiving additional public comment in hearings conducted by the Planning Commission and City Council, the City adopted by Ordinance the in-fill and redevelopment goals and policies as a part of the City's comprehensive plan along with specific text and map amendments in support of the recommended directions of growth provided in the TGM Study.

The TGM Study and City Policy makers have identified land needs are for a connected, walkable, and non auto oriented environment, supportive of the town center and East Industrial Area. The City also recognized the problem of having a County and State designated "exception" area across the freeway and the pressure to place City development there, An "exception area" is a place where the County and State - here with not City involvement determined that the South freeway area should not be zoned farm or forest use, but rather should be zoned for principally rural residential uses. The problem is that since that happened, the State has adopted rules that say if exception areas satisfy a city's identified land supply needs, than they must be the preferred place for UGB amendments.

Because the freeway is a disconnecting physical impediment to the kind of compact growth the City wishes to establish in its future, the City will use its UGB as a means to avoid the livability problem of disconnecting the City and creating urbanizable land supply to the north of the freeway; connecting the downtown core and industrial areas, including those to the east, with established and future neighborhoods.

#### **15.02.124 CITY POLICIES AND OBJECTIVES**

Create a compact, pleasant livable city with strong pedestrian scale appeal while encouraging growth to occur in a manner that connects the downtown core and the eastern

industrial areas to neighborhoods and public and private amenities. Urbanization shall occur in a manner that is consistent with the City's livability objectives.

#### **15.02.125 LIVABILITY**

1. **OBJECTIVES:** The City's livability objectives are the following:
  - A. **Sense of Place:** To create a City of North Plains identity that is clearly apparent and related to North Plains' history and small town character and avoids development that bisects the City by the disruptive physical feature of the freeway or other physical forces.
  - B. **Housing Variety:** To create a planning program and growth direction that provides for a variety of housing types and densities to promote housing diversity and affordable housing choices.
  - C. **Orderly and Efficient Public Facilities and Services:** To determine a planning program and the direction of growth that is compatible with public facilities and services and the ability to extend those facilities and services in an orderly, economical, and efficient manner in a manner that is sensitive to the City's objective of maintaining a compact community to the north of the freeway

#### **15.02.126 BALANCED TRANSPORTATION SYSTEM**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:
  - A. **POLICIES:**
    - (1) Provides for accessibility through a safe, efficient and balanced transportation system. Determine a planning program and a direction of growth that reduces the reliance on Highway 26 for local traffic, and
    - (2) Allows land uses that are consistent with the identified function, capacity and level of services of the transportation system, and
    - (3) Provides the best opportunity for a connected street pattern that provides direct and convenient connections to key destinations, especially to the town center, eastern industrial



area, parks, schools and other public and private amenities,  
and

- (4) Fosters comfortable pedestrian scale choices for travel by foot, bike, auto and transit.

#### **15.02.127 TOWN CENTER**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:

##### **A. POLICY:**

- (1) That creates a mixed use, accessible, pedestrian-oriented town center that provides a focal point for the community, and.
- (2) Reinforces the prominence and accessibility of the town center, and
- (3) Creates opportunity to integrate the City's eastern industrial area into a mixed use, accessible, pedestrian oriented area connected to the town center by pathways, bicycles and vehicular connections.

#### **15.02.128 COMPACT GROWTH**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:

##### **A. POLICY:**

- (1) Promotes the efficient use of land, including appropriate in-fill, redevelopment and new development at higher density than currently on the ground in the City, and
- (2) Development must be planned in compete neighborhoods, either singularly of in conjunction with adjacent areas, and
- (3) Encourage the City to grow its existing neighborhoods, amenities, town center and industrial areas into one connected compact city.

### **15.02.130 SEPARATION FROM THE METRO AREA**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:
  - A. **POLICY:**
    - (1) Reinforce and provide a geographic separation between North Plains' and Metro's urban growth boundaries/urban reserves.

### **15.02.132 URBAN AND RURAL LAND SEPARATION**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:
  - A. **POLICY:**
    - (1). To provide separation between urban and rural land uses to the extent possible, consistent with state law.

### **15.02.134 ECONOMIC DIVERSITY**

1. **OBJECTIVE:** Establish a planning program and a direction for growth that:
  - A. **POLICY:**
    - (1) Encourage and accommodate the development of a diverse and viable economy.
    - (2) Accommodate a variety of parcel sizes to serve needed industrial and commercial land uses.
    - (3) Recognize existing businesses in the City and supports their viability and plans for growth.
    - (4) Establish a planning program that integrates the City's eastern industrial areas with the rest of the community such that workers in the industrial area have enjoyable places to eat, jog or walk on breaks, without having to get into an automobile to reach such a destination.
    - (5) Enhance the development of community-scale businesses and services (e.g. doctors, dentists, schools, coffee shops, bookstores, etc.) so that more of the needs of local residents are met locally.

## **15.02.140 LAND NEEDS**

1. **OBJECTIVE:** The purpose of this chapter is to provide goals and policies to guide development in the City's expansion areas.

### **A. POLICY:**

- (1) Concept development plans for the expansion areas have been completed within the 2021 needed acreage range for expansion to the north and east. The total acreage in the expansion areas is 149 acres. All of the City land needs must be accommodated within this acreage unless another expansion is sought.
- (2) To provide the needed acreage necessary to accommodate the year 2021 land supply, the City should expand the existing UGB by 149 acres.

## **15.02.142 DIRECTION OF GROWTH**

1. **OBJECTIVES:** To meet the City's livability objectives, the City's direction of growth should be to the north and east of the existing City.

### **A. POLICY:**

- (1) Expansion to the east includes the Jackson - Union property (69.87 acres). This property is closest to the City's eastern industrial lands edge and is the beginning for integration of the City's industrial lands,. The east also includes certain exception lands located south of West Union Road (2.60 acres\*) are also included. The combined acreage of these parcels is 72.47 acres. This property includes no flood plains or known development constraints that would limit its develop ability in a manner that is inconsistent with the City's livability objectives.
- (2) Expansion to the north includes the Cropp - Lauman property (74.13 acres) and the exception lands located east and west of Glencoe Road (2.39 acres). The combined acreage of these parcels is 76.52 acres. This property includes no flood plains or known development constraints that would limit its developability in a manner that is inconsistent with the City's livability objectives.

\* The 2.60 acres represents only that portion of this exception areas located above the 100-year flood plain elevation.

- (3) The distribution of land uses within the expansion areas, as shown on the Expansion Area Land Use Maps, should be as follows:

#### 15.02.144 EXPANSION AREAS

##### East Expansion Area

Streets, Parks and Housing	38.1 acres
Commercial	3.9 acres
Institutional	5.4 acres
Elementary School	11.1 acres
Municipal Parks	11.4 acres
Exception Land not in Flood Plain	<u>2.6 acres</u>

**Total East Expansion 72.5 acres**

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##### North Expansion Area

Streets, Parks, Greenways & Housing	52.3 acres
Commercial	3.9 acres
Institutional	7.1 acres
Municipal Parks	10.8 acres
Exception Land not in Flood Plain	<u>2.4 acres</u>

**Total North Expansion 76.5 acres**

**Total North and East Expansion 149 acres**

#### 15.02.145 NORTH AND EAST EXPANSION AREAS

1. **OBJECTIVE:** The purpose of the following policies and objectives are to direct the development of the North Plains expansion areas for creating a complete, livable and pedestrian scale community environment.

#### 15.02.146 URBANIZATION

1. **OBJECTIVE:** To provide for an orderly and efficient transition of land from rural to urban use through the identification and establishment of areas designed to accommodate the full range of urban uses within the North Plains expansion area.

**A. POLICIES**

- (1) New growth areas should be master planned to ensure development of complete neighborhoods and adequate public facilities. Neighborhoods should provide a variety of housing, usable parks and open space, school facilities, and connected streets, generally consistent with the town plan.
- (2) Development standards in the expansion areas shall be used as a tool to achieve densities of 8.4 per acre. Key components of expansion area design shall include:
  - Pedestrian orientation;
  - Public amenities, including pedestrian spaces and community facilities;
  - Linkages within and between neighborhoods; and
  - Convenient access to needed services.
- (3) The land use map shall designate the expansion areas to promote varying density residential development and pedestrian-sensitive mixed-use development so as to provide the opportunity for an overall density of 8.4 units per net acre and an approximate 40% low density, 40% medium density, and 20% high density in the expansion areas.

**15.02.147 HOUSING**

1. **OBJECTIVE:** To provide for the housing needs of the citizens of North Plains by encouraging the construction, maintenance, development, and availability of a variety of housing types, in sufficient number and at price ranges and rent levels which are commensurate with the financial capabilities of the community's residents.

**A. POLICIES**

- (1) A mix of housing units shall be encouraged throughout the expansion areas for households of varying incomes, ages and living patterns. Such housing should include but not be limited to: single family residences, duplexes, apartments, attached

single family residences, condominiums, townhouses, mixed uses, an ancillary dwelling units. Each type of housing should be available at various prices and rents in order to maximize housing choices of the public.

- (2) Within the expansion areas minimum residential densities shall be established to ensure these areas achieve the residential density objective identified in the North Plains Neighborhood City Study, while also retaining flexibility for residential development patterns and projects tailored to specific locations.

#### **15.02.148 OPEN SPACING**

1. **OBJECTIVE:** Preserve, protect and maintain for present and future residents of North Plains open space, historic sites and structures.

##### **A. POLICIES**

- (1) The City shall work closely with the Washington County Museum, property owners and all interested parties to identify and encourage the preservation of cultural resource sites within or near the expansion areas.

2. **OBJECTIVE:** Promote and encourage development in character with the natural features of the land,

##### **A. POLICIES**

- (1) All land within the 100-year flood plain (elevations as established by the FEMA or by site specific evidence on the best topographic maps available) should be preserved as much as possible for open space, fish and wildlife habitat, urban buffers, neighborhood boundaries, future recreational development, drainage and runoff retention.

#### **15.02.149 RECREATION**

1. **OBJECTIVE:** To design parks and recreation facilities within the expansion areas that:

- Provide a variety of open spaces, parks, and recreation facilities; and

- Links opens spaces, parks, recreation facilities, and school via a pedestrian and bicycle trail system.

**A. POLICIES**

- (1) In the expansion areas, useable open space shall be provided to mitigate higher overall densities and to provide public and private local parks and recreation opportunities.
- (2) The preservation of some natural areas will be considered when designing and developing parks within the expansion areas.
- (3) Flood plains will be considered for appropriate park and recreation facilities.

**15.02.150 COMMERCIAL LAND**

1. **OBJECTIVE:** Provide local shopping opportunities for residents of the expansion areas.

**A. POLICIES**

- (1) Commercial land may be located close to or within neighborhoods and residential areas within the expansion areas. The commercial areas shall be located and designed to provide safe and convenient access for pedestrians, bicycles and autos.

**15.02.152 SCHOOLS**

1. **OBJECTIVE:** The City shall coordinate with the school district to help assure an adequate level of educational service is provided. Areas of coordination shall include:
  - Location of school site, and
  - Provision of adequate pedestrian, bicycle and bus access from residential districts to school sites.

**15.02.154 QUALITY DEVELOPMENT**

1. **OBJECTIVE:** To encourage quality development.

**A. POLICIES** - Quality development includes projects that:

- (1) Are located within urban growth boundaries and within or bordering already urbanized areas to minimize the costs of providing public services and to protect resource land outside urban growth boundaries.
- (2) Incorporate or encourage a mix of uses to stimulate economic vitality in existing and emerging down towns, neighborhood commercial districts and other mixed-use centers.
- (3) Are designed to be safe, pleasant and convenient for pedestrians, bicyclists and riders of public transportation as well as located within walking or bicycling distance and provide direct routes to housing, employment, a wide range of commercial services, parks, schools and public transportation, if available.
- (4) Are compatible with community environmental concerns, including energy efficiency, respect for existing ecosystems and natural resources, and re-use existing sites, buildings and material whenever possible.
- (5) Promote the importance of public values by providing a balance of jobs and affordable housing, creating community gathering places and employing regional or local historic and cultural heritage.
- (6) Encourage community sense of place through locally appropriate, human scale design.

**15.02.160 POPULATION PROJECTION**

Prior to 1980, the population of North Plains increased at an historical average rate of 3% a year. The City had a population of 715 in 1980, and 972 in 1990, which equals an average annual rate of 3.6%. In 1993, Portland State University estimated the City's population at 1,080, which equals an average annual rate of 3.7%<sup>3</sup>.

Despite this relatively slow growth, the City has selected a growth rate of 4.5% a year based on the following:

- The City experiences a 3.3% increase in population in both 1981 and 1982 despite the lack of sanitary sewer system and poor economic conditions. Since the construction of the sewer began, there has been a significant increase in inquiries



by property owners, developers and realtors regarding development opportunities within the City, suggesting there is significant pent-up demand. As a satellite community, North Plains offers excellent access to the Portland metropolitan area while providing the small town atmosphere and relatively low land prices valued by many.

- The recent improvements to the City's water storage and distribution system greatly enhance the City's potential for further urban development. In selecting the generous growth rate, the City officials have indicated a desire to plan for too many people rather than too few.

Assuming a 4.5 percent growth rate, North Plains will have a population of 1720 people by the year 2000, or an increase of 1005 people over its 1980 population. Table 1-A summarizes this growth in five year increments:

**Table 1-A  
ACTUAL AND PROJECTED POPULATION GROWTH (1980 - 2000)**

<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2021</u>
715	930	972	1605	2491	4041

**15.02.162 RURAL TO URBAN LAND CONVERSION ACTIVITY**

The City of North Plains shall monitor conversion activities both within as well as outside the city limits.

The City of North Plains shall update all planning requirements related to the conversion of rural lands to urban uses according to changes in state law.

**15.02.163 PROJECTED YEAR 2021 AND REQUIREMENTS**

Statewide Planning Goal 2 requires that the exercise of the City's land use planning authority be accomplished on an adequate factual basis. The revisions to the City's land use inventories provide an updated factual basis upon which the City's future land use planning decisions can be based. Work Product Three (dated July 2000) and Work Product Four (dated October 2000) were produced as a part of the City's Periodic Review process. These two work products reviewed the City's existing land use inventory and projects the City's needed acreage by land use to the year 2021. The final revisions to the land use inventories are represented on the following tables.

The residential land needs are based on a projected 2021 population of 4,000 based on a year 2000 population of 1,605 and projecting a 4.5% compounded growth rate. The 4,000 estimate is a conservative estimate.

The commercial and industrial land needs are based on a report within the Neighborhood City Study titled *Estimating Industrial/Commercial Land Needs in North Plains*, dated February 1997 and updated in Work Product Four.

Park land needs are based on the City of North Plains Park & Recreation master Plan, dated February 2000.

Institutional land needs are based on the City of North Plains Park and Recreation Master Plan, dated February 2000.

Institutional land needs are based on the Neighborhood City Study finding that the City currently has no institutional land available for development. Land needs to be provided to accommodate land uses such as road maintenance facilities, places of worship, fire halls, private schools, and fraternal organizations.

### 15.02.164 Buildable Residential Lands

Table -1-B presents an inventory of the buildable residential land within the existing City UGB. The City currently has approximately 64 net buildable acres of residential land within the city limits.

**Buildable Residential Lands (Table 1)**

Area #	Gross Vacant Acreage	Minus Environmentally Unbuildable Vacant Acres	Equals Gross Buildable Vacant Acres	Minus Acres for Public Facilities	Equals Net Buildable Vacant Acres	Plus Redevelopable Acres	Equals Total Net Buildable Acres
<b>Low Density Residential (R-10, R-7.5)</b>							
1	4.67	0.23	4.44	**	4.44	0.00	4.44
2	4.21	0.00	4.21	**	4.21	0.00	4.21
3	9.82	2.89	6.93	**	6.93	0.42	7.35
4	0.00	0.00	0.00	**	0.00	0.00	0.00
5	4.17	2.92	1.25	**	1.25	0.00	1.25
6	0.00	0.00	0.00	**	0.00	0.00	0.00
<b>Subtotals</b>					16.83	0.42	<b>17.25</b>
<b>Medium Density Residential (R-5)</b>							
1	0.11	0.00	0.11	**	0.11	0.00	0.11
2	2.65	0.00	2.65	**	2.65	0.46	3.11

3	3.82	0.00	3.82	**	3.82	0.34	4.16
4	0.00	0.00	0.00	**	9.58	0.00	9.58
5	4.00	0.00	4.00	**	4.00	0.11	4.11
6	0.93	0.00	0.93	**	0.93	0.00	0.93
<b>Subtotals</b>					21.09	0.91	<b>22.00</b>
<b>High Density Residential (R-2.5)</b>							
1	16.45	4.52	11.93	**	11.93	0.00	11.93
2	0.00	0.00	0.00	**	0.00	0.00	0.00
3	0.50	0.00	0.00	**	0.50	0.00	0.50
4	0.00	0.00	0.00	**	0.00	0.00	0.00
5	8.30	4.07	4.23	**	4.23	0.00	4.23
6	21.52	13.84	13.84	**	7.68	0.22	7.90
<b>Subtotals</b>					24.34	0.22	<b>24.56</b>
<b>Total Net Buildable Acreage</b>							<b>63.81</b>

\*\* Acreage for public facilities was accounted for in the Residential Vacant Lands In-fill and Redevelopment Study. This study included actual development scenarios to account for this acreage.

Gross Vacant Acreage - As the Residential Vacant Lands, In-fill & Redevelopment Study was based on actual development scenarios, acreage for public facilities has been accounted for. Therefore, Gross Vacant Acreage by our definition is the total of vacant acreage less acreage necessary for public facilities.

Environmentally Vacant Acreage - Undevelopable acreage due to the existence of natural resources, steep slopes and flood plains.

Gross Buildable Vacant Acres - Gross Vacant Acreage as described in definition #1 less Environmentally Unbuildable Vacant Acreage as described in definition #2.

Acres for Public Facilities - Acreage necessary for the installation of Public facilities such as streets, storm drainage, sewer, water, etc. The note below the Buildable Residential Lands Table describes how Acres for Public Facilities were accounted for in the Residential Vacant Lands, In-fill & Redevelopment Study.

New Buildable Vacant Acres - Acreage remaining after the removal of Gross Vacant Acreage (as described in definition #1) and Environmentally Unbuildable Vacant Acres.

Redevelopable Vacant Acres - Acreage containing an existing home where the value of the improvement is 30% or less the value of the land and where the parcel is large enough to accommodate more units under the base zone but the existing improvement must be removed first.

Total Net Buildable Vacant Acres - Total of the Net Buildable Vacant Acres and Redevelopable Acres as described in definition #5 and #6.

**15.02.165 Projected 2021 New Housing Units Needed (Table 2)**

Table 2 illustrates the projected number of new housing units needed outside of the existing city limits necessary to meet the projected year 2021 population of 4,000. As shown on Table 2, the existing city limits can accommodate approximately 1,062 of the total 1,600 housing units needed to accommodate the 2021 population. The City will encourage mixed use development and up-zoning in the down town core area to provide 48 additional needed housing units in the existing UGB to the 379 units identified in the In-fill and Redevelopment Study. Therefore, the remaining non-exception expansion areas will need to provide 538 housing units.

**Table 2  
Projected 2021 New Housing Units Needed**

Projected Population (4,041)	-	Group Quarters Population (0)	=	Projected Population in Households
				(4,000)
Projected Population in Households 4,000	-	Projected Household Size (2.5)	=	Projected Total Number of Households (1,600)
Existing Housing Units (1,062)*	-	Projected Number of Households (1,600)	=	Needed New Housing Units (538)

\* Existing housing units comprised of 663 existing housing units plus 427 new housing units added through in-fill and redevelopment of parcels in the existing UGB minus 28 units displaced by park needs.

**15.02.166 Additional Housing Units Needed by Structure Type in 2021 (Table 3)**

Table 3 illustrates the mix of housing choices necessary based on density ratios of: 40% Low Density; 40% Medium Density; and 20% High Density. This mix of housing choices will provide a density of 8.4 units per acre in the expansion area.

**Additional Housing Units Needed by Structure Type in 2021**

Housing Type	Needed Units	Low Density	Medium Density	High Density
Single Family Detached	215	215		
Small Single Family Attached & Detached	215		215	
Single Family Attached (Apartments, Condos, Etc.)	108			108
<b>TOTAL</b>	<b>538</b>	<b>215</b>	<b>215</b>	<b>108</b>

**15.02.167 Summary of Expansion Needs for All Land Uses in 2021 (Table 4)**

Based on the analysis conducted in Work Products Three and Four of the City’s Periodic Review process, Table 4 provides a final summary of the needed acreage in the listed land use categories. The uses and acreage listed in this table represent the land needed in each of those categories outside of the existing UGB to provide the needed land supply for the year 2021.

**Summary of Expansion Needs for All Land Uses in 2021**

Land Use Category	Net Acres	Gross Acres
Commercial	6.25	7.80
Industrial	0.00	0.00
Institutional	10.00	12.50
Schools	10.00	11.10
Residential	64.00	85.30
Parks:		
Neighborhood	2.60	2.90
Community	2.40	2.70
Municipal	20.00	22.20
Green way	4.50	4.50
<b>TOTAL</b>	<b>119.75</b>	<b>149.00</b>

## **15.02.170 STATEWIDE PLANNING GOAL 14**

To provide for an orderly and efficient transition from rural to urban land use.

## **15.02.172 CITY OBJECTIVES AND POLICIES**

- 1. OBJECTIVE:** To identify and utilize accepted growth management techniques in a manner that will implement the comprehensive plan vision statement, Plan policies and objectives including the City's livability objectives.

### **A. POLICIES:**

- (1) The City will carry out implementation of the vision statement and livability objectives through the use of accepted land use planning and management techniques to include, but not be limited to, the following:

- (a) Refinement and updating of the urban planning area agreement with Washington County;

Proposed expansions of the area of interest will be based upon an analysis of both short-term and long-term need for urban expansion. The expressed interest and desire of residents and property owners, both within the City's area of interest and in property considered for inclusion in the area of interest, will be taken into account when evaluating which properties should be considered for inclusion in the City's area of interest.

- (b) Intergovernmental agreements with Washington County concerning planning, land division, land uses, and management of land uses and provision of public facilities and services within the City's area of interest;

An active role by the City in the land use planning and development process for lands located in the area of interest is desirable. Through intergovernmental agreement with the County, the City can assume this greater involvement, including delegation by the County to the City for planning and development regulation responsibilities in the area of interest. Agreement can also be reached with the County requiring annexation,

or a pre-annexation agreement, prior to development of urban type uses outside of the City's UGB, and concerning the regulation of land divisions pursuant to ORS 92.042.

(c) Urban reserves;

OAR 660 Division 21 authorizes planning for areas outside urban growth boundaries to be reserved for eventual inclusion of an Urban Growth Boundary and to be protected from patterns of development which would impede urbanization. Many parcels surrounding the City's Urban Growth Boundary have or are available for transition from rural to more urban uses, while remaining outside the Urban Growth Boundary. The authority provided by OAR 660 Division 21 provides the City a mechanism through which it can influence and affect the pattern of development outside the Urban Growth Boundary, so that it does not conflict with the City's long-term plans for urbanization.

(d) Urban Growth Boundary amendments;

(e) Resource land holding zones (within UGB and City limits);

The inclusion and preservation of resource lands within urban growth boundaries is a mechanism which can promote the orderly transition of rural to urban uses. Situations may arise whereby lands separated from urban land are eligible and ready for the transition to urban uses while the intervening resource lands are not. Through the use of resource holding zones, these resource lands can be encouraged and protected, while the appropriate urbanization of adjacent lands is not impeded, and

(f) Annexation.

(2) The City will aggressively seek to influence, manage and control the transition from rural to urban uses on lands outside the City's Urban Growth Boundary which are logically within the City's area of interest for the planning.

- (3) The Urban Growth Boundary will be updated and expanded when conditions exist which satisfy locally adopted as well as state standards for amendments to urban growth boundaries;
- (4) The City has established an Urban Growth Boundary; growth and development will be directed and encouraged within this area on develop able lands. Development will be consistent with the capacity and capability of public services and the City's livability objectives.

2. **OBJECTIVE:** Annexation shall occur in an orderly and coordinated manner, and public facilities shall be provided to support urban growth in a manner that is consistent with the City's livability objectives.

A. The following conditions should be met prior to or concurrent with the City processing of any annexation request:

- (1) The subject site should be located within the North Plains Urban Growth Boundary.
- (2) The subject site should be contiguous to the existing city limits. In appropriate cases, annexation may occur for property which is located within the Urban Growth Boundary, but which is physically separated from existing city limits.

B. The proposed use for the site shall comply with the North Plains Comprehensive Plan and with the designation on the North Plains Comprehensive Plan Map. If a re-designation of the Plan Map is requested concurrent with annexation, the used allowed under the proposed designation must comply with the Comprehensive Plan

C. An adequate quantity and quality of urban services must be available, or there is evidence that it is feasible that they can be made available within a reasonable period of time after annexation. Annexation can be conditioned upon the provision of services through a pre-annexation agreement. Increased levels of urban service shall not place unreasonable burdens on the service providers or existing users. An adequate level of urban services shall be defined as:

- (1) Municipal sanitary sewer and water service.
- (2) Roads with an adequate design capacity for the proposed use and project future uses.
- (3) Police, fire, and school facilities and services.



- D. The burden for providing the above findings is placed upon the applicant.
- E. Annexation requests shall be coordinated with affected public and private agencies , including, but not limited to, Washington County, North Plains School District, Unified Sewerage Agency, and Northwest Natural Gas Company.
- F. If water and sewer lines are proposed outside the UGB to serve an annexation, the annexation and extra-territorial utility extension request shall be coordinated.

**15.02.180 GROWTH MANAGEMENT**

The purpose of the Growth Management section is to provide policies and guidance for in-fill and redevelopment of the pre-expansion portion of North Plains and the downtown core area. Maximizing opportunities within the existing UGB, based on “Smart Development” concepts will provide a vibrant core area to the City of North Plains.

The following objectives and policies will address these principles in the downtown core area and the cit of North Plains in general.

**15.02.182 DOWNTOWN NORTH PLAINS**

- 1. **OBJECTIVE:** Promote the development of a multi-service downtown area, to provide for everyday community needs.

**A. POLICIES**

- (1) The City shall create policies, incentives, and/or events to encourage the establishment of basic retail, service, and civic entities. Specific identified needs include a grocery store, specialty food shops, restaurants, and a hardware store.

- 2. **OBJECTIVE:** Encourage a street hierarchy in keeping with the desired character and overall goals of the surrounding uses.

**A. POLICIES**

- (1) The City shall review the existing transportation plan, and amend as necessary to encourage a downtown which accommodates both motor vehicles and pedestrians.

Specifically policies should encourage the “park once and shop” approach, provide fluid pedestrian movement, and allowing alleys to provide vehicular access to residences and shops.

3. **OBJECTIVE:** Encourage a commercial / residential mix in the downtown areas.

**A. POLICIES**

- (1) The downtown areas as noted on Map A shall be rezoned as Commercial / Residential, CR-2. Commercial/ residential mixed-use development, in-fill, and reuse shall be encouraged both within buildings (residential over commercial) and as adjacent parcels.

4. **OBJECTIVE:** Promote efficient land use and allocation of services. Promote an appropriately high density in the downtown area.

**A. POLICIES**

- (1) All downtown developments shall have reduced setbacks, and have main building entrances oriented toward the street.
- (2) City codes shall allow for attached residential units, including residential over commercial, attached town homes, condominiums, or apartments within the downtown cores area.

5. **OBJECTIVE:** Create a unified downtown character.

**A. POLICIES**

- (1) The City shall adopt development guidelines governing street front building character, signage, suitable materials and colors.
- (2) The City shall make downtown street front improvement grant information available to individual merchants.
- (3) The City shall adopt civic improvement standards specifying materials and configurations for sidewalks, lighting, benches, street trees, and other streetscape improvements
- (4) The City shall adopt codes requiring building fronts to face the street and sidewalk. On-site parking shall be subordinate to

the street front, and shall not conflict with pedestrian circulation.

- 6. OBJECTIVE:** Create a pedestrian scale, pedestrian-oriented downtown.

**A. POLICIES**

- (1) Downtown area civic improvement policies and codes will be updated to encourage sidewalks downtown and most importantly on both sides of Commercial Street and Main Street.
- (2) A city pedestrian plan should be developed to create pedestrian links between the downtown area and surrounding residential areas, parks, green ways and trails.
- (3) Appropriate civic services should be located within 1/4 mile from the central downtown area.
- (4) The City shall require that bicycle parking facilities be installed as new downtown enterprises and civic facilities are established.

- 7. OBJECTIVE:** Provide for occasional relief from higher density through public open space.

**A. POLICIES**

- (1) The City shall plan for open space, appropriate to the setting, ranging from public courtyards to natural green spaces.
- (2) Parks and open space shall be dispersed throughout the community to meet resident's needs.

**15.02.184 OVERALL NORTH PLAINS**

The purpose of the following objectives and policies are to encourage residential in-fill and redevelopment throughout North Plains in a manner that facilitates the City's livability objectives.

- 1. OBJECTIVE:** Provide increased opportunities to develop residences on flag lots.

**A. POLICIES**

- (1) Amend flag lot access requirements, decreasing the required access strip width from 20' to 15', and reducing required paved surface from 16' to 12'.
- (2) Amend flag lot access requirements where two lots abut, decreasing the required access strip width from 25' to 15', and reducing required paved surface from 20' to 12'.
- (3) Amend code requirements pertaining to flag lot setbacks, reducing overall setbacks required.

**2. OBJECTIVE:** Allow for a closer proximity from street to residence.

**A. POLICIES**

- (1) Amend residential setback requirements, allowing front yard setbacks to 20' for garages, and 12' for houses.

**3. OBJECTIVE:** Allow for in-fill through easing of lot line adjustment requirements.

**A. POLICIES**

- (1) Eliminate lot line adjustment requirement to re-establish previously platted tax lots.
- (2) Eliminate half-street improvement requirements for a lot line adjustment.

**4. OBJECTIVE:** Allow for increased occupancy of a single-family lots.

**A. POLICIES**

- (1) Permit accessory dwelling units in R-5, R-7.5 and R-10 districts.
- (2) Allow 3 units per 10,000 square feet in R-5 as opposed to 2 units per 7,500 square feet.
- (3) Permit multi-family and apartment uses in the R-2.5 district.

Revisions:

ORD. 288 - Adopted: October 29, 2001

ORD. 301 - Adopted: October 24, 2002 - Repeals ORD. 288

ORD. 306 - Adopted: May 5, 2003 - Amends ORD. 301

ORD. 320 - Adopted: August 2, 2004

ORD. 323 - Adopted: November 15, 2004

ORD. 325 - Adopted: November 15, 2004 (Transportation Systems Plan)

**Chapter 15.03**

**NORTH PLAINS COMPREHENSIVE PLAN  
PLANNING INVENTORY**

**Sections:**

- 15.03.000 Planning Inventory**
- 15.03.010 Natural Conditions**
- 15.03.011 Setting and History**
- 15.03.012 Climate, Geology and Topography**
- 15.03.013 Forest Resources**
- 15.03.014 Open Space, Scenic, Historic and Natural Resources**
- 15.03.015 Soil Constraints**
- 15.03.016 Natural Hazards**
- 15.03.020 Public Facilities and Services**
- 15.03.021 Supply and Storage**
- 15.03.022 Distribution**
- 15.03.023 Sanitary Sewage System**
- 15.03.024 Storm Drainage**
- 15.03.025 Solid Waste Disposal**
- 15.03.026 Public Safety**
- 15.03.027 Fire Protection**
- 15.03.028 Educational Facilities**
- 15.03.029 Library Services**
- 15.03.030 Other Public Utilities; Telephone, Gas, Electrical**
- 15.03.031 Transportation Facilities**
- 15.03.032 Recreational Facilities**
- 15.03.033 Energy Use**
- 15.03.040 The Economy of North Plains**
- 15.03.050 The People of North Plains**
- 15.03.051 Housing Supply**
- 15.03.052 Projected Need**
- 15.03.053 Housing Programs**
- 15.03.060 Existing Land Use**

<b>List of Exhibits:</b>	<b>Page</b>
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**PLANNING INVENTORY - Continued**

**Water Master Plan :**

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## **15.03.000 PLANNING INVENTORY**

### **15.02.010 NATURAL CONDITIONS**

#### **15.03.011 Setting and History**

##### **1. Description of Location**

- North Plains is located in the north western portion of the Tualatin Valley near the edge of the Tualatin Drainage Basin.
- It is about 2 miles south of the rolling hills of the Tualatin Range.
- The topography in the area which is generally flat with a gradient toward the southeast.
- The terrain includes several intermittent drainageways generally flowing south and east to McKay Creek.
- North Plains is located about 4 miles north of Hillsboro, the County seat, and is about 19 miles westerly from Portland.
- It is situated on Highway 26, a major regional corridor linking Portland with the coast.

##### **2. History**

- North Plains is one of several small communities dispersed in the predominantly agricultural areas of central Washington County.
- The City was platted in 1910 by a predecessor of the Spokane, Portland, and Seattle Railway to serve as a processing and shipping point for locally grown farm and forest products.
- North Plains was incorporated June, 25, 1963.
- Subsequent annexations have added small amounts of land mainly to the eastern edge of the City.
- In 1982, North Plains contained about 350 acres and an estimated population of 890 people.



### 15.03.012 Climate, Geology and Topography

- North Plains has what can be characterized as a moderate valley type of climate.
- Temperature extremes are rare and usually short in duration. Winters are mild and the frost-free season is usually between 160 and 250 days. Hillsboro and Forest Grove each reported about 170 frost-free days in 1978. There are few days with temperatures below 20 degrees and about 10 days below 28 degrees. An average year has 10 days with temperatures above 90 degrees.
- Soil temperatures as measured at the North Willamette Experimental station near Canby averaged 55.9 degrees in 1978 with extremes ranging from 97 degrees in August to 31 degrees reported in December.
- Rainfall is sporadic during all seasons. The principal rainy season is from mid-November through March. Forest Grove and Hillsboro each reported 32.7 and 26.4 inches respectively during this period. Yearly averages are 45.8 and 38.1 inches for these cities.
- The weather reporting stations at Hillsboro and Forest Grove are closest to North Plains. North Plains' climate probable results from a mixture of the open valley climate affecting Hillsboro and the foothills climate of Forest Grove.

Mean Annual Temperature	52.4 degrees	52.2 degrees
Summer Avg. Temp. (April-Sept.)	60.7 degrees	43.8 degrees
Winter Avg. Temp. (Nov-March)	43.2 degrees	43.8 degrees
Average Annual Rainfall	45.8 inches	38.1 inches
% in Winter (Nov-March)	71%	71%
% in Summer (April-Oct)	29%	29%

- Winds are seldom a problem in the North Plains area. Average wind velocity is about 8 mpg. West and northwest winds are predominant during the winter rainy months; southern and eastern winds are predominant in the summer months.
- Alluvial valley fill and simiconsolidate sedimentary rock underlie the North Plains study area.
- Surface material includes unconsolidated, fine-grained deposits of silt, sand, and gravel. Ground water occurs in unconfined conditions.

- Yield from water wells is usually sufficient for domestic purposes, and in rare cases it is ample for irrigation of small acreage. Typical well depths are from 50 to 150 feet.
- Columbia River Basalt is between 300 and 400 feet below the surface of the valley soils at North Plains.
- Ground water in pressurized aquifers is typically found in the basalt formations.
- The topography of the North Plains study area is characterized by the flat lowlands of the Northwestern portion of the Tualatin Valley.
- Streams, valleys, such as McKay Creek, are typically 20 feet below the main plain.
- The average elevation of North Plains is 200 feet. It gently slopes from 210 feet in the northwest portion of the City to about 190 feet in the southeast (See Topography Map, Exhibit Page - 1).
- The elevation rapidly falls to about 170 feet along McKay Creek along the east side of the City.

### **15.03.013 Forest Resources**

#### **1. Commercial**

- There are no commercial timber growing lands in the North Plains planning study area
- Forest products are processed in the City: saw milling, lumber milling, and some fabrication.

#### **2. Non-Commercial**

- The major non-commercial forest resources in North Plains are east of the city and form visual buffers along Highway 26 on the southern edge of town.
- Stands of hardwood and various conifers also line McKay Creek and related drainage ways.

Timber resources in and adjacent to North Plains are so minimal as to make Goal 4 inapplicable. Wind and visual buffer aspects will be treated in other parts of the Plan and the Zoning Ordinance.

### **15.03.014 Open Space, Scenic, Historic and Natural Resources**

#### **1. Open Space**

- Because of the space requirements for septic systems, implemented by DEQ prior to the sewer system, many houses in North Plains are on lots ranging from 1/4 to 1/2 acre; some are even larger. The City's sewer system allows for land divisions down to 5,000 square foot lots.
- This gives the City itself an extremely open and spacious quality.
- Usable open space is less than is otherwise apparent because of:
  - a. Periodic wetness and flooding of certain areas;
  - b. Lack of integrated pedestrian circulation system; and
  - c. Lack of maintained recreation areas in many portions of the City.
- The several year-round and intermittent waterways, including McKay Creek present excellent opportunities for usable open space within North Plains.
- Surrounding countryside presents abundant open space, ranging from orderly crop land, orchards, and truck farms to natural habitats found along waterways and in isolated tree stands.
- Potential construction of public sewer system will decrease open space within the City since housing could be placed on 5,000 square foot lots.

There are no structures or sites of historic importance located within North Plains. The nearest historic site, the Walker Blacksmith Shop on West Union Road, is located immediately east of the City limits and therefore is not under City jurisdiction.

## **2. Fish and Wildlife**

- McKay Creek supports a variety of resident game fish including rainbow trout (*Salmo gairdneri*), cutthroat trout (*Salmo clarki*), largemouth bass (*Micropterus salmoides*), yellow perch (*Perca flavescens*), and bullheads (*Ptychocheilus oregonensis*) are the principal non-game fish.
- Black-tailed deer (*Odocoileus columbianus*) are found in the agricultural and woodlands throughout the year.
- There do not seem to be any fur-bearing animals of economic importance in the streams or on land. However, weasels (*Mustela erminea*), skunks (*Mephitis mephitis*), and nutria (*Myocaster coypus*) are to be found.
- The principal upland game birds in the area are ring-necked pheasants (*Phasianus colchius*), California quail (*Lophortyx californicus*), mourning doves (*Zenaidura macroura*), band-tailed pigeons (*Columba fasciata*) and ruffed grouse (*Dendragapus obscurus*).
- Several waterfowl species overfly the area in their migrations. There is no significant nesting of waterfowl in the area. The species who use the flyway for immigration are Canada Geese (*Branta canadensis*), mallards (*Anas platyrhynchos*), American widgeons (*Maraca americana*), wood ducks (*Aix sponsa*), and pintails (*Anus acuta*).<sup>1</sup>

## **3. Vegetation**

- The area around North Plains consists of bottom-lands. Principal crops are small grains, pasture, hay and some specialty crops. Interspersed with the farms are small tracts of timber. The vegetative cover on these tracts consists primarily of Douglas Fir (*Pseudotsuga menzini*), big leaf maple (*Acer macrophyllum*), dogwood (*Cornus stolonifera*), snowberry (*Symphoricarpos albus*), blackberry (*Rubus allegheniensis*), and Poison Oak. There are no known rare or endangered plant species.

## **4. Ground Water Resources**

See discussion under Climate, Geology, and Topography.

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<sup>1</sup> Environmental Assessment for United Sewerage Agency, Nero & Associates, July, 1977.

## **5. Historic Resources**

When the Comprehensive Plan was acknowledged by the Land Conservation and Development Commission in 1981, the Plan identified the Walker Blacksmith Shop on West Union Road as the only historic structure in the North Plains area. The 1983 Plan amendment states: "There are no structures or sites of historic importance located within North Plains."

In 1983-84, researchers from the Washington County Museum identified three structures within North Plains for inclusion on the Washington County Cultural Resources Inventory. The three structures are:

- a. True Value Hardware/Knights of Pythias Friendship Temple (1914)
- b. Morrow's Lower Tavern/North Plains Commercial Bank (1911)
- c. Residence at 379 SW Kaybern (1911)

The information from the Washington County inventory is included in this section of the North Plains Comprehensive Plan (see following pages). The True Value Hardware/Knights of Pythias Friendship Temple and Morrow's Lower Tavern/North Plains Commercial Bank are cited as significant because there are two remaining commercial brick buildings which were built in the early 1900's, the years associated with land development and railway promotion. The home at 379 Kaybern is one of the early residences constructed during the railroad boom. The house is in excellent condition.

The Planning Commission has reviewed the Washington County inventory and met with the affected property owners. The Planning Commission concluded that all three structures are significant historic resources and a program is needed to resolve conflicts related to alternations and demolitions. (See Exhibit Pages 2-6).

Additional historic resources may be identified in the future and added to the City's official inventory contained in this section of the Comprehensive Plan.

## **6. Other Goal 5 Resources**

Within the City limits /UGB of North Plains, there are no:

- Commercially valuable mineral and aggregate resources;
- Ecologically and scientifically significant areas;
- Outstanding scenic views and sites;
- Indigenous energy sources;
- Wilderness areas;
- Potential and approved Oregon recreation trails; and
- State/federally designated wild and scenic waterways.

### 15.03.015 Soil Constraints

- North Plains soils, like most of the Northern Tualatin Valley, can require special engineering techniques for building. The techniques can include artificial drainage, runoff control, extended sewage absorption fields or soil excavation. Data provided in this section is from the Soil Conservation Service, (S.C.S.) and is used in the Soil Constraint Matrix and Soil Map (Exhibit Pages 7-8).
- 83% of the area soils are the Willamette and Woodburn soil units. These soils are not as subject to soil engineering requirements and are relatively free of constraints to development. These soils are considered "primary buildable" (See Exhibit Page 7).
- The remaining 17% of the urban area is designated "secondary buildable" because it has some development constraints and costly engineering requirements. The Chehalis, Aloha, and Dayton soil units are subject to a high water table within 24" of the surface. Amity, McBee, Wapato, Cove and Verboot soil units are subject to flooding and possible high water table conditions.
- The soil constraint Matrix data is derived from "Soil Interpretations for Oregon" (OR - Soils - 1) and are explained as follows:
- Flooding is given in terms of frequency as none, rare, or common. Common flooding is considered a development constraint that is occurring under normal conditions as frequently as every 22 years. Flood plain information is also discussed under Natural Hazards.
- Water Table is given in terms of depth for seasonally high water. A water table within 24" of the surface is considered a development constraint to subsurface sewage disposal systems and other underground utilities and buildings.
- Shrink-swell potential is the relative change in volume to be expected in soil with change in moisture content. Shrinking and swelling of soils causes damage to building foundation, roads, and/or other structures.
- Use Constraint rates soil units by the capability to support particular types of development considering the above soil constraints. The soil restriction is given in terms of low, moderate or severe.

### **15.03.016 Natural Hazards**

- Flooding is the most serious hazard in the North Plains area. The City is located within the 100-year flood plains of McKay Creek, located on the City's east boundary, and its unnamed tributary, which runs from northwest corner near the intersection of Wascoe Street and Gordon Road to the southeast corner at the intersection of Glencoe Road and Sunset Highway connecting to McKay Creek. Serious flooding is reported at least every other year.
- Flooding problems associated with the unnamed tributary are due in part to undersized culverts at Glencoe Road, 314<sup>th</sup> Avenue, and Pacific, Cottage, Commercial, Hillcrest and Wascoe Streets. While it is technically feasible to correct these problems, the City is not going to undertake a major drainage program at this time due to the high cost.

The U.S. Army Corps of Engineers has identified the elevations of the 100-year flood for both the creek and its tributary. Based on this data, Washington County has adopted a floodplain ordinance (No. 126) which essentially prohibits development in flood plain areas except where, after filling, construction can occur one foot above the flood elevation. However, filling permits are subject to stringent conditions.

- Based on Corps of Engineers' information, it has been calculated that the city has a total of 57.6 acres of land within the 100-year flood plain, about 51 acres in developed and potentially developable areas and the remaining 7 acres in local rights-of-way and state highway easements. Table 3-1 summarizes the location of the flood plain by zone.

Table 3-1  
FLOOD PLAIN WITHIN CITY LIMITS/UGB\*2 - 1983

Zone	McKay Creek	Unnamed Tributary	Total
R10	4.3	1.8	6.1
R7.5	-	3.3	3.3
R5	-	3.6	3.6
R2.5	5.4	9.5	14.9
C1	-	-	-
C2	-	6.0	6.0
M1	4.0	-	4.0
M2	.3	12.1	12.4
Other	2.6	4.7	7.3
<b>TOTAL</b>	<b>16.6</b>	<b>41.0</b>	<b>57.6</b>

\* Expressed in acres rounded to the nearest tenth of acre.

\*\* Includes rights-of way and state highway easements.

<sup>2</sup>Source: Jim Gilmer, City Engineer, 1983



## **15.03.020 PUBLIC FACILITIES AND SERVICES**

### **1. Supply and storage**

- The City of North Plains draws its domestic water from a single well located at the intersection of NW Commercial Street and NW 321<sup>st</sup> Avenue, just west of the central business district. The well currently pumps 500 gallons per minute (GPM), although an additional 125 GPM is available if a larger pump were installed. The City has a standby well at the same location and an abandoned well next to City Hall.
- Operating as a pressurized system, water is pumped from the ground into a storage tank, where it is chlorinated; it is then pumped directly into the distribution system via a hydro-constant pressure pump, which also has a capacity of 500 GPM. The present supply and pump system were installed in 1981.
- Present pumping requirements have been estimated at 270 GPM. To support the domestic needs of an additional 1000 people plus additional commercial and industrial development, it is estimated that pumping demand will be about 500 GPM by the year 2000, well within the capacity of the existing well. However, this does not include the addition of any water intensive commercial or industrial users.
- However, currently, the city lacks adequate storage. The State of Oregon recommends a maximum day and fire flow water storage capacity of about 750,000 gallons for the existing population of 750, using the formula: 300 gallons/day/capita plus fire reserves. At the present time, the city has two storage tanks with a capacity of 52,000 and 30,000 gallons respectively, for a total of 82,000 gallons. The current storage deficiency is estimated to be about 668,000 gallons and will exceed 918,000 by the year 2000. Lack of storage facilities and distribution pumping capacity significantly impair fire protection and adversely affect the city's fire rating.

### **15.03.022 Distribution**

- Two-thirds of the distribution system was substantially rebuilt in 1969 when several new 4", 6" and 8" lines were installed. In 1981, the city replaced 880 feet of 2" pipe with 10" pipe on Main Street. Smaller undersized lines have been replaced on an as-needed basis. The city is developing a priority list for replacing remaining substandard lines.
- As few new distribution lines will be needed and some replacement will be required to bring the system to the size that matches the pumping capacity and can deliver the recommended fire flows.
- Due to an inadequate storage and distribution system, industrial development will be somewhat restricted within the city limits. Recognizing this serious constraint, the city now considers improvement of the city's water system to be an major priority.

### **15.03.023 Sanitary Sewage Systems**

- In August 1983, the City of North Plains completed construction of its sanitary sewer collection system (see Exhibit 13). Constructed and operated by the Unified Sewerage Agency (USA), the system contains 41,000 feet of 12", 10", and 8" polyvinyl chloride (PVC) sewer pipe. Two 12" trunk lines are located along McKay Creek and its unnamed tributary. The system will serve the entire city with the exception of the extreme western and northwestern portions. A few home owners will be allowed to remain on septic tanks until sewer lines are extended.
- The sewage flows by gravity to the southeast corner of the city to a pumping station located near the intersection of Highland Court and Weight Road. From there it is pumped through to USA's west Hillsboro treatment facility, which has adequate capacity to accommodate the city's sewage for the foreseeable future.
- The system has the capacity to handle 490,000 gallons per day (GPD) average flow, of which 345,000 is reserved for residential use and the remaining 145,000 for commercial, industrial and community services uses.
- The collection system is sized to accommodate a total of 1,080 dwelling units, approximately 280 of which will be connected to the system in 1983. This leaves an excess capacity of 800 units. As noted in Urbanization, it is anticipated that a population increase of 100 people between 1980 and the year 2000 will generate the need for an additional 354 dwelling units. Therefore, the system has sufficient capacity to accommodate year 2000 residential demand.
- As noted on Table 2-3, complete development of the city's residential land would result in the construction of additional 1565 dwelling units, significantly more than can be accommodated by the present sewer system. While such intense development is unlikely, this does suggest that at some point beyond the year 2000 the city will have to increase the sewer system's capacity. This can be accomplished by increasing the size of the two trunk lines; Currently the pumping station has sufficient capacity to accommodate additional sewage flow.

#### **15.03.024 Storm Drain**

- North Plains has a limited storm drainage system that includes ditching and culverts that send storm water to the two major drainage ways on the south and east sides of town.
- Because of the generally flat topography of most of the City, stagnation problems result when storm water collects in low spots.
- North Plains has engaged in a fairly extensive ditching program in recent years, deepening and straightening its ditches throughout most of the low areas.
- The City has no plans to develop a storm drainage treatment system. Such a system would normally retain water during periods of high run-off for later release into the natural drainage ways system. The storm drainage system would intercept debris and pollutants (oil, chemical sprays, etc.).

#### **15.03.025 Solid Waste Disposal**

- Residential and some commercial solid waste is handled by Garbarino Disposal Services, Inc. of Portland. Washington County has granted Garbarino a collection franchise for the North Plains area (west of Rock Creek and north of Walker Road.) Fees are paid directly to Garbarino and households may sign up on an optional basis.
- Prices are subject to periodic renegotiation between the collector and the Washington County Commission.
- Over 75% of the City's households use Garbarino's service; the remainder have to dispose of solid waste individually. A disposal site (not a landfill) in Hillsboro can take non-putrefying solid waste. Landfills in Portland and Oregon City are the nearest places to take food and household garbage. Composting is popular for decayable waste. The Washington County Sanitarian indicated that illegal dumping is not a problem at the present time.
- Garbarino has three trucks and a garage serving the North Plains area at the present time. Outside of additional trucks, no capital improvements are planned to handle the increase in population expected by the year 2000.

### **15.03.026 Public Safety**

- North Plains employs two full-time officers (Chief, Officer) who maintain an office in the City Hall building. In addition, the City has a varying number of reserve policemen.
- The officers maintain a City-wide patrol 7 days per week. The patrols are 16 hours on each weekend day and 8 hours on weekdays. The patrol cars are fully equipped with 2-way radios.
- The reserve officers are available for emergency and fill-in situations.
- North Plains' police services are comparable to the statewide standard of one full-time officer per 1,000 population.
- Detention and jail facilities are available through the Washington County jail located in Hillsboro, 4 miles away.

### **15.03.027 Fire Protection**

- Fire protection is provided by the Washington County Fire District #2. The entire North Plains area is within the District.
- The station is centrally located in downtown North Plains on Commercial Street next to City Hall.
- Approximately 26-27 volunteers serve on the force. There are no full-time fire fighting personnel at this station.
- Equipment includes: 2 engines, one tank truck, one rescue unit, and one brush control truck.
- The Oregon Insurance Services Office rates North Plains as 8 on a 1 to 10 scale (1 being the highest). The Insurance Service Office estimates that a small city such as North Plains with light industrial activity should have a 5 to 6 rating to realize significant insurance savings and decreased fire losses.
- Of course, the City must ultimately balance the expenditures for fire prevention facilities (fire fighting equipment and water supply facilities) with the potential savings from lower insurance rates.
- North Plains' rating compares less favorable with both the Banks and Gaston ratings.
- The principal reason for the poor rating is the water supply problem (see section on water facilities). Both the amount that can be supplied and the pumped pressure are inadequate for fire protection during the summer months.

### 15.03.028 Educational Facilities

- The City of North Plains is within the North Plains Elementary School District #70. The district school is located in North Plains near the intersection of North Avenue and Gordon Road.
- There are two other elementary school districts within the North Plains planning study area. The area immediately east of North Plains is served by the West Union School District #1, while the land immediately south and west of the City is served by the Hillsboro Elementary District #7. Students in these districts attend school in the Helvetia area and Hillsboro area respectively.
- Junior High and High School students attend the Hillsboro Union District Schools in the City of Hillsboro. A second high school which will serve this area is now under construction on Glencoe Road north of Hillsboro.
- Each educational system is summarized below:

#### ELEMENTARY SCHOOLS:

1. North Plains Elementary School  
Capacity approximately: 390  
Present enrollment: 313

The school building was built in the early 1970's and occupies 15 acres in the northwest corner of North Plains. There are no immediate plans for capital improvements.

2. Hillsboro School District #7

Most students from the North Plains area attend the Bosco-Barnes School on 3rd Street in Hillsboro.

Capacity is:	650
Present enrollment is:	507

A new grade school is scheduled to be opened near the Hillsboro High School in the fall of 1980. The school district owns another site on Jackson Road in Hillsboro.

Since all the district's schools are in Hillsboro, students are regularly transferred when capacity at a particular school is reached.

3. West Union School District #70

A new school will open in the Fall of 1979 near the Rock Creek/Sunset Highway intersection to serve the North Plains area.

Capacity will be:	500
Expected enrollment is:	300

North Plains students attend the J. B. Thomas and J. W. Pointer Junior High Schools in Hillsboro.

Capacity of Thomas School is:	1,000
Capacity of Pointer School is:	800

### **SENIOR HIGH SCHOOLS**

North Plains attend the Senior High School in Hillsboro. The school was designed for a capacity of 1,600 and presently 2,500 students are enrolled on a split shift basis from 7 am to 10 pm.

A new high school is scheduled to open in the Fall of 1980 with a capacity of 1,500. Capacity at both schools is expected to be reached by 1990.

The new high school is located on Glencoe Road and is expected to serve the North Plains area. The new school will have an auditorium and full athletic facilities except for a swimming pool.

### **COMMUNITY COLLEGE**

North Plains is within the Portland Community College District (formerly the I.E.D.) offers a number of special educational services to the North Plains area.

1. Special education includes speech and hearing classes, vision training, and learning disabilities.
2. Testing: All achievement testing is administered by the E.S.D.
3. Migrant education: Classes in the North Plains School are conducted for Hispanic migrants.
4. Outdoor education: All 6th graders in the District are sent to outdoor camp for one week.
5. The E.S.D. also supplies each school with administrative services such as printing, data processing, teaching aids, and a film and resource library.

### **15.03.029 Library Services**

- North Plains has no public library facility at the present time, and shares in the all-County Library Cooperative System.
- Since Washington County has no central library, the cooperative allows all County residents to borrow from any municipal or other public library in the County and the County reimburses the costs for non-City residents.
- Another service offered to North Plains residents is the Books by Mail Program. Each resident is mailed catalogues containing about 900 titles and may send for books, then return them to the central depot. The County pays for postage both ways.

### **15.03.030 Other Public Utilities: Telephone, Gas, Electrical**

- US West Communications Telephone Company serves the City of North Plains. Much of the rest of western Washington County is served by the General Telephone Company. No major facilities expansion in the Study Area is now contemplated.
- Northwest Natural Gas Company supplies natural gas to the North Plains planning study area. No major facilities expansion in the Study Area is now contemplated.
- Portland General Electric supplies electrical power to the planning study area. No major facilities expansion in the Study Area is now contemplated.

### 15.03.031 Transportation Facilities

- North Plains is located 19 miles from Portland and 4 miles north of Hillsboro and is outside the contiguous metropolitan growth boundary. However, it is far from isolated due to a number of transportation advantages.
- The Sunset Highway (U.S. 26) is a major regional route connecting Portland with the coast. It forms the southern boundary of the existing City limits and is easily accessible via the Glencoe, Dersham, and Jackson Road interchanges. Highway 26 is a 4-lane, limited access route between Banks (7 miles west of North Plains) and downtown Portland. It connects with Interstate 405 and is listed on the State Bicycle System.
- Glencoe Road is maintained on the Federal Aid Secondary System (County) as a two-lane rural highway. It connects North Plains with Hillsboro, the County seat 4 miles south, and with the Dixie Mountain pass to the Columbia River Highway, about 12 miles north.
- Private automobile is by far the most widely used form of transportation in and around North Plains.
- Of the 10.94 miles of currently platted right-of-way in North Plains, 8.18 miles are improved and in use. Of that total, 4.24 miles or 52% is paved and in good condition, and an additional 36% is graveled. Most of residential streets in the south and west portions of town are hard packed gravel.
- The City adopted a general street policy in 1978. It ensures that all new residences are on adequate rights of way and road surfaces, considering both the present installation costs and future development potentials.
- At the present, Commercial Street and Hillcrest Street are the most important east-west streets through North Plains. 1983 ADT counts with the improvements were 3600 and 1300 respectively.
- Although the private automobile is the most practical and most common method of transportation, North Plains is served by a number of special transportation services these include: (from 1977 CRAG Study)
  1. Western Washington County Transportation Project; door to door, elderly and handicapped.
  2. Tualatin Valley Workshop; special trips for medical treatments.
  3. Washington County Welfare; C.S.D., limited services for welfare clients.
- North Plains is served by a variety of other modes of transportation. The following are the most prominent for planning purposes:



- The Burlington Northern Railroad contains a single track line through the center of North Plains connecting Banks with the Portland rail yards. At least 4-5 times a week two daily movements (one from and one to Portland) carry forest products and milled lumber as well as various seeds and produce from Portland. Burlington Northern maintains a storage siding at North Plains. The Dant & Russell pole yard also maintains a siding. As timber is harvested over the next 10 to 15 years in the Tillamook Burn region, this rail line will become increasingly active.
- The residents of the Air Acres subdivision, immediately south of Highway 26, maintain a landing strip complete with lights and wind socks. This is a private field, available to the public for emergencies only. It is 3,000 feet long and can accommodate small, general aviation aircraft.
- The Port of Portland operates the Hillsboro Airport about 5 miles from North Plains. The Hillsboro Airport is an FAA-approved general aviation airport with two runways (4,050' and 6,600' lengths) that accommodate prop and small jet traffic. Hangar space is available as well as repair and maintenance service.
- The Port of Portland's International Airport is located in Portland, about 35 miles from North Plains.
- North Plains, on Highway 26, is served by 5 common carriers. System 99 and Woodland Trucking (log hauling) operate on an interstate basis. Stewart Stiles, Tualatin Valley Transport, and Pacific Motor Trucking Company are local haulers.

**15.03.032 Recreational Facilities**

- North Plains enjoys a variety of recreational facilities within its City limit. There are about 6 acres of maintained playground and ballfield space plus 5 facilities that will accommodate indoor activities ranging from dances to arts and crafts.
- Compared to the recognized standards for Recreational Facilities (from the Urban Land Institute), North Plains is well equipped for its recreational needs.

<u>Type of area</u>	<u>Standard</u> <u>Acres Per 1,000 Pop.</u>
Playgrounds	1.5
Neighborhood Parks	2.0
Play fields	1.5

- The Community Center, City Hall area, and Elementary School provide these types of areas, with a combined total of 5.5 acres. (A description of each facility is included on the next page).

- The City in cooperation with local residents involved in "Project Tennis", has acquired funds to upgrade facilities on the Community Center grounds.
- Regional facilities such as swimming pools, stadiums, and specialized gymnasiums can be used in Hillsboro, 4 miles away.
- The open space of the surrounding countryside is used for a variety of outdoor recreational activities including hiking, fishing, off-road motoring, and horseback riding.
- Nearby McKay Creek Farms offers horse boarding, riding, and horse show facilities.

**1. The Community Center**

- Located at Hillcrest Street and NW 309<sup>th</sup> Avenue.
- Meeting Hall (approx, 200 capacity) needs repair and maintenance. Funded from the North Plains General Fund, it can accommodate dances, wedding receptions, and meetings.
- There is about 1 acre of area including a baseball diamond, good for softball and non-organized play, and a makeshift soccer field.
- Picnic Pavilion: Shelter and space for large picnic.

**2. North Plains Elementary School**

- Located on North Avenue near Gordon Road.
- Small indoor gymnasium suitable for grade school activities.
- Two outdoor baseball diamonds and soccer field on approximately 4 acres of maintained playing field.
- Playground and equipment for small children.
- The major disadvantage is that it is located in one corner of the City.

**3. The City Hall Area**

- Located on Commercial Street in central North Plains.
- Grassy, tree-lined space, approximately 1/2 acre, adjacent to City Hall. Equipped with picnic tables, water outlets, and horseshoe pits.

#### **4. The Senior Citizen Center**

- Located on Commercial Street in the middle of North Plains.
- Has a meeting facility for about 50 persons as well as a place for crafts and socializing and an adjacent community garden.
- Rehabilitation funding has been applied for from, the Block Grant program.

#### **5. Churches**

- Two churches in North Plains have meeting or other indoor recreational space.

### **15.03.033 Energy Use**

- State level study is useful in pointing out energy trends. Only after these first overviews of research and analysis are done can the City of North Plains find its place in the maze of energy use and conservation.
- First the primary energy sources and users must be identified to then find how efficient they are or could be. Below are Oregon's three primary energy users: Transportation, Industry, and Residential. Together they are 67.4% of Oregon's current energy use. The table below shows what the major uses are for each of the primary users:
  - Residential: 15.7% of Oregon's total energy use, (space/water heating using 84.6% of this).
  - Transportation: 29.1% of Oregon's total energy use, (automobile/truck using 85% of this).
  - Industry: 22.6% of Oregon's total energy use, (lumber/wood/paper products using 55.3% of this).

OREGON DIRECT ENERGY  
END USES OF ENERGY CONSUMPTION

Transportation	Private Automobile	23.4%		
Residential	Home Heating	13.4%		
Industry	Lumber and Wood	7.0%	Transportation	29.1%
-	Construction	8.1%		
Industry	Primary Metals	4.6%	Industrial	22.6%
-	Trade	4.2%		
Transportation	Trucks	4.0%		
-	Agriculture	2.5%	Residential	17.7%
Residential	Residential Hot Water	2.3%		

- Residential

- Fuel oil is the predominant fuel in home energy use, accounting for 69% of total residential energy use. The table below shows that electric use is 1,950,000 KWH annually, which breaks down to 30% use in space heat and 32% for water heating. Fuel oil use is 305,730 gallons annually, which is 100% in space heating. Natural gas use is 87% for space heat and 10% for water heating.

NORTH PLAIN'S RESIDENTIAL ENERGY USE BY TASK

	Space Heat	Hot Water	Cooking	Other	Total	Billion BTU/Yr.
Electricity - Million KWH/Year	.83 (30%)	.87% (32 %)	.23 (9%)	.80 (29%)	2.73	= 9.4
Fuel Oil - Thousand Gallons/ Year	305.73 (100%)	-	-	-	305.73	= 42.2
Natural Gas - Thousand Therms/ Year	80.39 (87%)	9.6 (10%)	2.79 (3%)	-	92.78	= 9.3

- North Plains is comparatively low in home energy use as is the average household income. Home energy waste is comparatively high because of the predominance of pre-1950 dwelling units. Pre-1950 dwellings tend to have little or no insulation. 93% of the existing housing is single family, 27% of these are pre-1950. 5% is multi-family, none of these are pre-1950.<sup>3</sup>

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<sup>3</sup>Region Energy Analysis, CRAG, Report 2, June, 1977.

## 115.03.040 THE ECONOMY OF NORTH PLAINS

- North Plains is included in the Washington County Overall Economic Development Program. As such, it is eligible for the Federal EDA and State (Section 304 Grant Programs for public works and technical assistance funding.
- An OEPD was prepared and adopted in 1977 and is subject to annual update. A citizens' committee is responsible for the preparation and conduct of the Program.

The proximity of North Plains to the Sunset Corridor should benefit the local economy. The Sunset Corridor is a major employment center in the Portland area and includes the greatest concentration of high tech industries in the state. The high tech industries in the Sunset Corridor offer North Plains entrepreneurs the opportunity to provide supporting products and equipment to existing and developing businesses.

High tech employment in Oregon represents 20% of total manufacturing employment with over 40,000 workers. Approximately 77% of the workers are employed in the Portland area with the majority employed in Washington County.

Businesses include Tektronix, Intel, Floating Point, Epson, N.E.C., and others. A number of high tech industries have been identified as high growth industries by the Oregon Economic Development Department including:

- o Electronic computing equipment;
- o Semiconductors;
- o Electronic components;
- o Measuring and control instruments;
- o Industrial controls;
- o Telephone and telegraph equipment; and
- o Radio and TV communication equipment.

Opportunities exist for new businesses in North Plains to supply new high tech industries with products such as molded plastic parts including knobs and casings or services such as decal or silkscreen applications on parts. The advantages of a North Plains location for these types of businesses include lower land costs and rents than locations within the Sunset Corridor.

Additional growth industries identified by the state include:

- o Dehydrated food;
- o Upholstered household furniture;
- o Paper coating and glazing;
- o Periodicals;
- o Book publishing;
- o Engraving and plate printing;
- o Plastic materials and resins;
- o Drugs;
- o Plastic products;
- o Non-Ferrous rolling and drawing;
- o Aluminum castings;
- o Metal coating and allied services;

- o Machine tools, metal cutting;
- o Printing trades machinery;
- o Electronic coils and transformers;
- o X-Ray apparatus and tubes;
- o Transportation equipment, NEC; and
- o Surgical appliances.

Economic trend data provided by the Economic Development Department in 1987 indicate employment in high technology industries make up a major part of the Portland and Washington County labor force and economic base. The proximity of North Plains to major manufacturers in the Sunset Corridor indicates opportunity for attracting small manufacturers and warehousing businesses who are suppliers to or spin-off industries from the major manufacturers. The North Plains economy is currently dependent upon traditional resource industries (forestry and agriculture). Employment and capital investment increased at businesses and industries in North Plains between 1983 and 1987.

The City's 1987 buildable land inventory contained 12.5 acres of light industrial (M1) and 16.8 acres of General Manufacturing (M2) land. The (M1) land is almost all in one ownership. Based upon a conservation absorption of 1 acre per year the M1 land would provide for 12-13 years of growth for small industries. A large light manufacturing facility would quickly consume much of the inventory.

Based upon the trends and inventory described above, the City finds:

1. Agricultural and forestry industries will continue to be a major sector of the North Plains economy.
2. Small manufacturers and warehousing businesses who are suppliers to or spin-off industries from major manufacturers in the Sunset Corridor represent a significant economic development opportunity in North Plains.
3. The City has an need for addition light industrial land.

### 15.03.060 THE PEOPLE OF NORTH PLAINS

In 1980, the City of North Plains had 715 people with the following racial composition:

Table 3-2  
RACIAL COMPOSITION

<u>Race</u>	<u>Percent</u>
White	90
Black	1
Spanish Origin	8
Other	<u>1</u>
TOTAL	100%

Source: 1980 Census

With regard to sex, 48.6% of the population was male and 51.4% female. Approximately 22% of the City's residents were 14 years and under, which is comparable for the county as whole. However, nearly 22% of the City's residents were 55 years and older compared to 16% for the county; the housing, transportation access and social service needs of this group deserve special attention.

While the City's population has fluctuated widely, it has maintained an average growth rate of 3% per year since its founding in 1910. However, in both 1981 and 1982, the growth rate increased to 3.3% despite the lack of a sewer system and poor economic conditions. Based on several factors described in the Population Projection section, the City has selected a future growth rate of 4.5%. This would result in a year 2010 population of 2343.

### 15.03.051 HOUSING SUPPLY

In 1980, North Plains contained 266 dwelling units which are described by type in Table 3-3. In addition, there were 43 units of migrant housing located at a labor camp on the east side of the City.

Table 3-3  
EXISTING HOUSING BY TYPE

<u>Type</u>	<u># of Units</u>	<u>Percent</u>
Single Family	248	93
Multi-Family	12	05
Manufactured Family	<u>06</u>	<u>02</u>
TOTAL	266	100%

Source: 1980 Census; City of North Plains

As indicated in Table 3-4, nearly 25% of the housing stock is less than 10 years old. A majority of units were constructed during the 1940's and 50's when the City experienced significant industrial expansion.

Table 3-4  
AGE OF HOUSING STOCK\*

	<u># of Units</u>	<u>Percent</u>
1970-1979	60	24
1960-1969	29	12
1950-1959	71	29
1940-1949	75	30
1939 and before	<u>13</u>	<u>05</u>
TOTAL	249	100%

Source: City of North Plains

\*Includes single-family dwellings only.

As detailed in Table 3-5, approximately 20% of the housing stock requires major structure repair or is otherwise unlivable, while the 45% is in excellent condition or requires only minor repair.

Table 3-5  
HOUSING CONDITIONS\*

	<u># of Units</u>	<u>Percent</u>
New or otherwise excellent	46	19
Minor repair required	64	26
Minor structural repair required	87	35
Major structural repair required	45	18
Abandoned or otherwise unlivable	<u>06</u>	<u>02</u>
TOTAL	248	100%

Source: City of North Plains

\*Includes single family dwellings only.



### **15.03.052 PROJECTED NEED**

Assuming an annual growth rate of 4.5%, the City of North Plains will have a year 2010 population of 2343, 1371 more than in 1990. Using the projected Metro 1995 household size of 2.45 person/household, this will result in additional demand for 560 housing units. Recognizing the need to provide a greater variety of housing types at affordable prices, the City wishes to encourage construction using the following ratio: 70% single-family, 20% multi-family and mobile home units than does the existing housing mix of 93%/5%/2%.

Currently, the City has nearly 79.0 acres of vacant residential land distributed throughout its four residential zoning categories. Based in calculations in the Urbanization section, approximately 86.0 acres of land will be required to meet the year 2010 demand; requiring an additional available supply 7.0 acres. Theoretically, if all vacant residential land was developed fully, the City could accommodate 584 dwelling units, resulting in 1,432 more people. If the annual growth rate were to remain constant, this "capacity population" would be reached in the year 2013. However, full development is unlikely.

### **15.03.053 HOUSING PROGRAMS**

- North Plains is a participatory agency in the regional housing Opportunity Plan prepared by the Metropolitan Service District.
- The City is in the process of preparing its Housing Assistance Plan for submission to the Community Development Block Grant Program.
- In 1987, the Washington County Housing Authority constructed a 12-unit senior apartment building at 314<sup>th</sup> Avenue (5th) and Kaybern Street.
- However, a number of North Plains households, probably less than 10, currently receive Section 8 (rent supplements) housing assistance.
- North Plains is the site of a self-help housing project for migrant workers. La Raza Estates is a subdivision within the City limits, platted as 6 lots and built in 1974 using self-help techniques.

REMAINDER OF WASHINGTON COUNTY<sup>4</sup>

STATUS AND CONDITION OF ALL HOUSING UNITS

NORTH PLAINS AS A PERCENTAGE OF COUNTY<sup>5</sup>

Total Units in County = 55,400

Total Units in North Plains = 255

North Plains as a % of County: 0046

(Assumed: North Plains' housing conditions and assistance needs are the same as those of the remainder of Washington County).

1. Occupied Units		255
2. Substandard - Total		10
3. Suitable for Rehab		8
4. Owner Occupied		176
5. Owner Occupied - Substandard		7
6. Owner Occupied - Substandard - Suitable		6
7. Renter Occupied		79
8. Renter Occupied - Standard		3
9. Renter Occupied - Substandard - Suitable		3

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10. Total Housing Assistance Needs		32
11. Elderly or Handicapped		12
12. Families Needing Assistance		17
13. Large Families Needing Assistance(5+0)	03	
14. All Female Headed Households		08
15. All Minority Households		03

<sup>4</sup> Washington County Minus the Cities of Beaverton and Hillsboro

<sup>5</sup>"Housing Opportunity Plan", Metropolitan Service District

### **15.03.060 EXISTING LAND USE**

A discussion of existing land use and project year 2000 land requirements are presented in Urbanization. Major findings are as follows:

- North Plains contains 350 acres, approximately 337 acres of which is developed or potentially developable with the remainder devoted to local streets and federal highway easements. The City contains approximately 57 acres located in the flood plains of McKay Creek and its unnamed tributary.
- In 1987, only 129 acres, or 38% of the City's land is developed. This leaves nearly 208 acres available for future urban uses; however, 44 acres, or 21% of this are located in the flood plain, and are not generally available for development.
- The City will need approximately 45 acres of residential land to accommodate the additional 354 dwelling units anticipated by the 2000; this is only one-third of nearly 152 acres available. As a result, the City has enough residential land to last well into the next century.
- However, the City contains just enough commercial and insufficient industrial land to meet project demand; i.e. 15 and 31 acres respectively. This does not include a market factor, that is, the 25% to 50% oversupply of land needed to insure market choice and to keep prices from becoming artificially high. While the City has an abundance of vacant residential land, this is not suitable for commercial/residential development due to its location, existing or committed uses, and/or small lotting patterns.
- These findings support a need to expand the City's Urban Growth Boundary to add industrial land.

**Chapter 15.04  
NORTH PLAINS COMPREHENSIVE PLAN  
PLAN IMPLEMENTATION**

**Sections:**

<b>15.04.010</b>	<b>Plan Implementation</b>
<b>15.04.020</b>	<b>Zoning</b>
<b>15.04.030</b>	<b>Annexation</b>
<b>15.04.040</b>	<b>Subdivision</b>
<b>15.04.050</b>	<b>Cooperative Agreements</b>
<b>15.04.060</b>	<b>Next Steps</b>

**15.04.010 PLAN IMPLEMENTATION**

To be effective, the Comprehensive Plan must not only be adopted, but must be regarded by the Planning Commission and City Council as expressing their views on the future growth and development of the community. The first step in achieving plan effectuation will be adoption by the City Council. After adoption, the plan effectuation will be achieved through several implementing measures and legal controls.

**15.04.020 ZONING**

Zoning is an official land use control established "for public interest, health, comfort, convenience, preservation of the public peace, safety, morals, order and the public welfare".<sup>1</sup> Zoning represents one means of carrying out the objectives set forth in the Comprehensive Plan.

Zoning must be consistent with the Comprehensive Plan in that a more intensive use of the land than permitted by the Plan cannot be allowed by the zoning ordinance.<sup>2</sup> Changes to the Zoning ordinance or Comprehensive Plan can be requested and will be reviewed, but the burden of proof is upon the one seeking the change.<sup>3</sup> The requested change must be justified by proof that:

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<sup>1</sup> **ORS 227.220**

<sup>2</sup> **Baker vs. Milwaukie**

<sup>3</sup> **Fasano vs. Washington County Board of Commissioners**

- The change is in conformance with the Comprehensive Plan, and
- The change has met the procedures and regulations of the Zoning and Development Ordinance; and,
- The change is consistent with the Statewide Planning Goals. However, a zoning ordinance change that has a basis in the Comprehensive Plan need not also comply with the goals.

#### **15.04.030 ANNEXATION**

Areas can be annexed to the City upon request, consistent with the Plan policies. Additionally, annexations must also comply with statewide goals. Again, the burden of proof is on the proponents of the annexation, and the City must base its decision on finds of fact.

#### **15.04.040 SUBDIVISION**

The subdivision ordinance establishes procedures and standards for land partitioning and subdividing of four or more lots. Additional sections of this ordinance prescribe standards for lot arrangement, street width and design, and provision of public utilities.

#### **15.04.050 COOPERATIVE AGREEMENTS**

Realization of the Comprehensive Plan can also be facilitated by certain cooperative agreements. Such agreements may include any agreement between two or more agencies, whether public, semi-public, or private, wherein any projects related to the Comprehensive Plan may be jointly or cooperatively planned, financed, constructed, administered, or any combination of these in a manner which is beneficial to the public.

The City and County have entered into a formal agreement by which both are fully cognizant of the governance and procedural aspects of the area external to City and within the Urban Growth Boundary. This agreement is entered into pursuant to ORS Chapters 190, 197, and 215 for the purpose of facilitation the orderly transition from rural to urban land use. The information will include, but not be limited to:

**Introductory Information** - Adoption dates, procedures, and similar background data.

**General Provisions** - Reference to appropriate zoning and subdivision ordinances, statements of consistency with appropriate Statutes and case law, and with Statewide Planning Goals.

**Subdivision Applications** - Statements of which and whose ordinances shall apply in regulation of properties within the area, and procedures to be followed.

**Zone change applications** - Statements of whose ordinances shall apply in the event that land use changes are requested, and the procedures therefore.

**Conditional Use, Variance, and Major Partition Applications**

**City Services** - Statement of the conditions for the extension of services into the Urban Growth Area, requirements imposed and procedures, as specified in the Policies of the Comprehensive Plan and the Ordinances of the City.

**Annexation** - Reference to the appropriate Statutes and Ordinances

**Roads and Streets** - Ownership and maintenance responsibility defined for count roads, new public roads, future arterials, and the procedures for resolution of mutual public right of way matters.

**Arbitration** - Procedures.

**Review and Amendment** - Annual Review and Procedures.

**15.04.060 NEXT STEPS**

The Comprehensive Plan is intended to be a general guide to future community development and should not deal with detailed site planning. Therefore, to supplement the Comprehensive Plan, detailed planning should be undertaken to work out the specifics of the various Plan proposals.

**Chapter 15.05  
NORTH PLAINS COMPREHENSIVE PLAN  
APPENDIX**

**Sections:**

<b>15.05.000</b>	<b>Appendix</b>
<b>15.05.010</b>	<b>Agency Coordination Program</b>
<b>15.05.020</b>	<b>Introduction</b>
<b>15.05.030</b>	<b>Affected Agency Identification</b>
<b>15.05.040</b>	<b>Community Development Plan (Agency Involvement Plan)</b>
<b>15.05.050</b>	<b>Initial Determination of Affected Agencies</b>
<b>15.05.051</b>	<b>Local Agencies</b>
<b>15.05.052</b>	<b>County Agencies</b>
<b>15.05.053</b>	<b>Oregon State Agencies</b>
<b>15.05.054</b>	<b>Federal Agencies</b>
<b>15.05.055</b>	<b>Other State Agencies</b>
<b>15.05.056</b>	<b>Utilities</b>
<b>15.05.057</b>	<b>Other Organizations</b>

**15.05.000 APPENDIX**

**15.05.010 AGENCY COORDINATION PROGRAM**

**15.05.020 INTRODUCTION**

As part of the preparation of a comprehensive plan for the North Plains community, opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review, and recision of plans and implementing ordinances. Toward that end, this Agency Coordination Program has been prepared to initially identify potentially affected agencies, to contact those agencies for a self-assessment of their interests, and to compile a mailing list of the institutions determined to be affected (that is, those local governments, state and federal agencies, and special districts which have programs, land ownerships, or responsibilities within the area to be included in the plan).

While completing this initial determination, the existence of a number of quasi-governmental service providers became apparent. Public utilities and transportation companies operate with near monopoly power within the community. These "institutions" are both impacted by and have an impact on the growth and development of an area such as North Plains. Therefore, the term "agency" has been taken in a broad sense and also includes these "utilities", as well as other non-governmental "public" groups like the Senior Citizens, the West Washington County Rural Transportation Program, and the garbage collection company.

As the many mechanisms for involvement of the area's residents are also appropriate for the involvement of these agencies, this Program is limited to the creation of the mechanism for the identification of "affected agencies". Subsequent involvement of the agencies in their cooperative, coordination, and review functions are included in the City's proposed Citizen Involvement Program.

#### **15.05.040 AFFECTED AGENCY IDENTIFICATION**

The following steps will be taken in identifying affected agencies:

1. An initial determination of affected agencies will be undertaken utilizing telephone directories, county tax rolls, and personal contact with particular agencies.
2. A questionnaire shall be prepared and sent to each potentially affected agency requesting:
  - a. A self-determination as to whether or not the agency is "affected" by the City's planning efforts.
  - b. If so, the person designated to receive and review planning study materials is to be identified.
3. One follow-up questionnaire will be sent to any potentially affected agency not responding to the initial request. Agencies not responding to this follow-up will be deemed to not be affected by the City's efforts unless there is other over-riding evidence that the agency is actually affected. In that case, a follow-up phone call with the identified agency director will be attempted.
4. Following the determination of which agencies are affected, these agencies will then be separated into three groups:
  - a. Those which are to receive copies for review and comment of all draft plan materials and resource documents. These agencies will tentatively include any citizens planning advisory committees, the Washington County Planning Department, CRAG, and LCDC, among others.



- b. Agencies which are to receive copies for review and comment of only draft plan and referenced resource materials applicable to the agency's area of interest. Examples of such agencies are the railroad and State Highway Division, which will receive only materials related to transportation. Other Plan documents will be available to these agencies upon request.
  - c. Agencies only remotely affected by the planning effort will only receive copies for review and comment of draft plan elements prior to their presentation to the City Council for formal review and ultimately adoption. An example of agencies potentially in this category are B.P.A., the County Department of Assessment and Taxation, and Portland Community College.
5. Following agency identification and classification, all agencies in the first category will be considered a Citizen Planning Advisory Committee and will receive materials as provided for in the proposed Citizen Involvement Program. Agencies in the second category will receive the same treatment as citizens, in that information will be available as is provided for above, and other opportunities for participation will be solicited under the provisions of the Citizen Involvement Program. Agencies in the third category will then receive notice of pending final actions.

The foregoing sets forth the program to be followed in the agency coordination phase of the planning program. As plan preparation progresses, previously overlooked agencies may be identified, or agencies originally deemed affected may become less so, e.g., CRAG when it is merged into the reduced Metropolitan Service District. At that time, the steps indicated above will be followed and the required involvement of the agency will be reassessed. Agency involvement will be as provided for in the proposed Citizen Involvement Program.

**15.05.050 INITIAL DETERMINATION OF AFFECTED AGENCIES July 11, 1978**

The following initial listing of governmental units and other service organizations potentially affected by the preparation of a comprehensive plan for the City of North Plains has been compiled to assist in the determination of all agencies actually affected. Following the distribution of the suggested Affected Agency Identification Summary, the listing will be revised and updated by the inclusion of the name and address of the person designated to receive and review planning study materials.

**15.05.051 LOCAL AGENCIES**

City of North Plains  
Educational Services District (IED)  
Hillsboro Elementary School District No. 7  
Hillsboro Union High School District No. 3  
North Plains Elementary School District No. 70  
Portland Community College  
Tualatin Valley Irrigation District  
Washington County Rural Fire Protection District No. 2  
West Union Elementary School District No. 1  
City of Hillsboro Planning Department

**15.05.052 COUNTY AGENCIES**

Area Agency on Aging  
Department of Assessment and Taxation  
Communication Department  
Extension Service - OSU  
Health Department  
Mental Health Department  
Parks Division  
Planning Department  
Department of Public Safety  
Public Works Department  
Traffic Safety Commission  
Unified Sewerage Agency  
Water Master  
County Housing Authority

**15.05.053**    **OREGON STATE AGENCIES**

Department of Commerce  
Correction Division  
Department of Economic Development  
Department of Environmental Quality  
Department of Fish and Wildlife  
Forestry Department  
Department of Geology and Mineral Industries  
Department of Human Resources  
Department of State Police  
Oregon State Historical Society  
Center of Population Research and Census  
State System of Higher Education  
Department of Transportation  
Department of Veterans Affairs  
Farm and Home Loan Division  
Division of State Lands  
State Aeronautics Division  
Public Utility Commission  
Oregon Liquor Commission  
Land Conservation and Development

**15.05.054**    **FEDERAL AGENCIES**

Department of Agriculture  
  Agricultural Stabilization and Conservation Service  
  Farmer's Home Administration  
  Forest Service  
  Soil Conservation Service  
Department of the Army  
  Corps of Engineers  
Department of Commerce  
  Economic Development Administration  
Environmental Protection Agency  
Federal Communications Commission  
Federal Energy Administration  
Housing and Urban Development  
  Department of the Interior  
  Bonneville Power Administration  
  Bureau of Reclamation

Fish and Wildlife Service  
Bureau of Land Management  
Water Resources  
Interstate Commerce Commission  
Pacific Northwest River Basins Commissions  
Small Business Administration  
Department of Transportation  
Federal Aviation Administration  
Federal Highway Administration  
United States Postal Service

**15.05.055 OTHER STATE AGENCIES**

Columbia Region Association of Governments  
Metropolitan Services District  
Port of Portland  
Portland Community College  
Portland Metropolitan Area Local Government Boundary Commission  
Tri-County Metropolitan Transportation District (Tri-Met)

**15.05.056 UTILITIES**

Burlington Northern, Inc.  
Gabarino Disposal Services, Inc.  
General Telephone Company of the Northwest  
Northwest Natural Gas  
Portland General Electric Company

**15.05.057 OTHER ORGANIZATIONS**

North Plains Senior Citizens Group, Inc.  
Washington County Youth Contact  
Washington County Cooperative Library Services  
Washington County Community Action Organization  
West Washington County Rural Transportation  
C.P.O. No. 8